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Community Development Department
205 S. Willowbrook Ave., Compton, CA 90220 (310) 605-5532 Fax: (310) 761-1488 www.comptoncity.org

NOTICE OF PREPARATION

May 2, 2024

TO: Responsible Agencies, Trustee Agencies, and Interested Parties

FROM: City of Compton, Community Development Department
Robert Delgadillo, Senior Planner
205 South Willowbrook Avenue
Compton, California 90220

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report for the City of Compton General Plan Update and Zoning Code Amendments Pursuant to Title 14, California Code of Regulations, California Environmental Quality Act (CEQA) Guidelines, Sections 15082(a), 15103, and 15375.

The City of Compton (City) will be the Lead Agency and will prepare a Draft Environmental Impact Report (DEIR) pursuant to the California Environmental Quality Act (CEQA) for the proposed **Compton 2040 General Plan Update and Zoning Code Amendments** ("project").

We are interested in your agency's views as to the appropriate scope and content of the DEIR's environmental information relevant to your agency's statutory responsibilities related to the project. Please include the name of a contact person for your agency in your response. For interested individuals, we would like to be informed of environmental topics or issues that you believe should be included in the DEIR. The City has already determined that an EIR is required for the proposed project and, as permitted by CEQA Guidelines Section 15060(d) (Preliminary Review), the City will not prepare an Initial Study for the project.

The proposed project, its location, and its probable environmental effects are described below. The City welcomes public input during the Notice of Preparation (NOP) review period. Due to the time limits mandated by the CEQA Guidelines, your response must be sent not later than 30 days after your receipt of this notice. If no response is received by the end of the review period, the City will presume that you have no response.

NOTICE OF PREPARATION REVIEW PERIOD: May 3, 2024 to June 3, 2024

Please send your comments to:

Robert Delgadillo, Senior Planner
City of Compton, Community Development Department
205 South Willowbrook Avenue
Compton, California 90220
(310) 605-5532
rdelgadillo@comptoncity.org

Scoping Meeting:

Pursuant to CEQA Guidelines Section 15082(c) (Notice of Preparation and Determination of Scope of EIR), the City will conduct a scoping meeting for the purpose of soliciting comments of adjacent cities, responsible agencies, trustee agencies, and interested parties requesting notice as to the appropriate scope and content of the Draft EIR.

The purpose of the meeting is to present the project and environmental topics in a public setting and provide an opportunity for the City to hear from the community and interested agencies on what potential environmental issues are important to them. The meeting will include a brief presentation of the proposed project, the EIR process, and the topics to be analyzed in the EIR. Following the presentation, interested agencies, organizations, and members of the public will be encouraged to offer their views concerning what environmental issues should be included in the DEIR.

The Public Scoping Meeting will be held on the following date/time and location:

Thursday, May 16, 2024 at 4 PM
Douglas F. Dollarhide Community Center
301 North Tamarind Avenue
Compton, California 90220

To allow for mailing, receipt, and 30-day review of this NOP, the comment period closes at 5 PM on June 3, 2024.

Robert Delgadillo, Senior Planner

5-2-24
Date

Project Title: Compton 2040 General Plan Update and Zoning Code Amendments

Project Applicant: City of Compton, Community Development Department

Project Location:

Located in southern Los Angeles County, approximately 15 miles south of downtown Los Angeles, the City of Compton is bordered by the City of Lynwood and the Los Angeles County community of Willowbrook to the north, the City of Paramount to the east, the cities of Long Beach and Carson to the south, and the unincorporated area of East Compton (West Rancho Dominguez) to the west (see Exhibit 1). Compton is encircled by multiple freeways that provide access to neighboring cities. Interstate 105 (I-105) runs to the north, connecting El Segundo to Norwalk. Interstate 710 (I-710) extends from the seaport in Long Beach to East Los Angeles along the eastern city border. State Route 91 (SR 91) traverses the southern part of the city, continuing eastward into Riverside County. Interstate 110 (I-110) runs to the west, connecting Long Beach to Pasadena. The Planning Area encompasses all properties within the incorporated city limits, as well as unincorporated properties within the city's sphere of influence (see Exhibit 2).

Project Description:

The comprehensive update of the Compton General Plan serves as the blueprint for the City's future growth and development. The overall role of the General Plan is to:

- Define a realistic vision of what the City desires to be in 20 years.
- Express policy direction in regard to the physical, social, economic, cultural and environmental character of the city.
- Serve as a comprehensive guide for making decisions about land use, circulation, environmental management, parks and recreation, housing, noise public health and safety.
- Provide the legal foundation for zoning, subdivision and public facilities ordinances, other adopted Citywide plans, compliance with the California Environmental Quality Act (CEQA) decisions and projects, all of which must be consistent with the General Plan.
- Present a clear and easy to understand format that encourages public participation and under- standing.

General Plan Elements

The General Plan Update incorporates statutory requirements for general plans and guidance provided in the 2017 General Plan Guidelines; coordinates future development and policies with regional planning efforts and serves as the City's fundamental guide in developing strategies to address greenhouse gas reduction, climate change, and climate planning. The 2040 General Plan elements are organized as follows:

1. **Our Vision for 2040.** Sets the tone and vision for the entire General Plan, provides a graphic snapshot of the Compton community today, identifies community priorities, and provides guidance on how to use the Plan to accomplish the Vision.

2. **Land Use Element.** This element serves as the Land Use and Circulation elements, knitting together land use, urban design, and mobility strategies to create a complete community through equitable distribution of community services, enhanced neighborhoods, intertwined land use and transportation decisions, a revitalized downtown and corridors, and the City's ability to attract quality businesses and jobs to commercial and industrial districts. Public realm urban design improvements will be defined, as will design expectations for private investments. The element will define the plan for safe multimodal mobility, with the goal of creating pleasant travel ways for pedestrians and cyclists and encouraging transit use.

3. **Economic Development Element.** Working in tandem with Our Community land use goals, this element will renew Compton's position as the Hub City and define strategies for business retention, expansion, and attraction, with the complementary aims of providing quality jobs for Compton residents and achieving long-term fiscal stability. The element will outline specific strategies for attracting targeted land uses, leveraging public and private investments, and sustaining economic development.

4. **Housing Element.** Team member Veronica Tam and Associates, Inc. (VTA) will prepare the sixth cycle Housing Element focused on creating an environment to accommodate not just the current RHNA of 1,004 unit but longer-term needs identified through community observations. The element will be consistent with State law requirements and include a Housing Assessment and Needs Analysis; Housing Constraints Analysis; Current Housing Element Review; Housing Sites Inventory and Resources; and Goals, Policies, Programs, and Quantified Objectives. In particular, this element will define affordable housing anti-displacement strategies.

5. **Public Utilities Element.** The element will satisfy the requirements for the Infrastructure Element and will define/prioritize community improvements for green infrastructure, water and sewer capacity, utilities, communications, and sidewalk and street improvements.

6. **Open Space Element.** Parks, recreation programming, open spaces, education, the arts, and environmental stewardship.

7. **Environmental Justice Element.** With this element focused on prioritized community needs related to street and safety improvements, healthy food access, open space, and physical activity, reduced pollution burdens, and sustained civic engagement in public decision-making processes.

8. **Public Safety Element.** This element will satisfy the requirements for the Safety and Noise Elements, addressing climate adaptation and resiliency strategies, natural and human-caused hazards, noise concerns, equitable law enforcement practices, and crime prevention.

9. **Preserving Our Heritage.** This element will provide the framework for recognizing, celebrating, and preserving cultural and historic buildings, spaces, landmarks, and events.

Zoning Map and Zoning Text Amendments

Chapter 30-5 (Zoning) of the Compton Municipal Code (Official Zoning Map) is the primary tool for implementing the goals, objectives and policies of the Land Use Element, pursuant to the mandated provisions of the State Planning and Zoning Law (Government Code Section 65000 et seq.), State Subdivision Map Act (Government Code Section 66410 et seq.), California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and other applicable state and local requirements. The zoning map and zoning regulations, including development standards, permits and procedures, zones and zone descriptions, that are contained in Chapter 30 is being revised to be consistent with the exhibits and text of the Land Use Element.

Required Approvals:

Implementation of the proposed project will require the following discretionary approvals by the City of Compton City Council:

- Adoption of General Plan Update
- Adoption of Zoning Map and Code Amendment
- Certification of Final Environmental Impact Report
- Adoption of a Mitigation Monitoring and Reporting Program

Existing Conditions

The Planning Area consists of the corporate boundaries of the city of Compton and its Sphere of Influence. Compton is comprised of roughly 5,090 acres, excluding street rights-of-way. The sphere of influence adds 425 acres. The Planning Area is almost completely built out, with very little undeveloped land. Most development within the Planning Area is single unit residential (2,595 acres), followed by industrial/warehouse uses (1,082 acres), education uses (454 acres), commercial uses (314 acres), and multiple unit residential (251 acres). The entire Planning Area has a total estimated population of 107,700 with most residing in the City proper. The State Department of Finance also estimates that the City's housing stock consists of 24,867 housing units, most (78%) of which are single-family detached and attached units. There are 4,763 units in buildings with two or more units, and 599 mobile homes. The August 2022 ESRI Business Summary for Compton shows that Compton is the place of employment for 26,362 workers and estimates 2,243 businesses.

Existing Land Use

Exhibit 3 graphically depicts existing land use distribution in Compton as of 2023. Single-unit residential use dominates most of the land use within the city, followed by industrial, educational, and commercial land uses. Single-unit residential land uses are distributed citywide, while industrial uses are concentrated along the north, south, and central corridors. Educational land use exists in pockets, and commercial land uses are primarily located along the principal roadways of Long Beach Boulevard, Rosecrans Avenue, and Compton Boulevard. There are an estimated 24,867 dwelling units within the City limits and 3,380 dwelling units in the Sphere of Influence, for a total 28,247 dwellings within the Planning Area. The combined Planning area also has an

estimated population of 107,690 persons, most of which are in the City of Compton (87% or 93,719 persons).

Proposed Land Use Plan

The existing General Plan contains a simplified set of eight land use designations which describe the purpose of the designation and allowed uses. The existing general plan has one general mixed-use designation, and the other designations are broad categories that lack clear details to distinguish the development character sought by the City. To address this, the 2040 General Plan would establish 13 land use designations that provide more detailed information on the types, intensity, and character of land uses that would be allowable within each designation. As shown in Table 2, the new set of designations clearly distinguish the land uses allowed and set forth maximum development density and intensity standards. For industrial, commercial, and mixed land uses, the designations provide opportunities for distinguishing the level of intensity allowed or desired by adding additional designations. For example, in place of a single commercial or industrial designation, the 2040 General Plan distinguished between neighborhood- and community-serving commercial, light or more intense industrial, and mixed-use designations that vary in intensity based on location.

Table 2
Compton General Plan Update (2040) Land Use Designations

Proposed Land Use Categories	Residential Density	FAR: Non-Residential Intensity	Purpose
Low Density Residential	1.0-12 du/ac	NA	To maintain and enhance the character of established suburban neighborhoods of single family detached and attached housing, such as duplexes, triplexes, quadplexes, and townhomes, in house-form buildings.
Medium Density Residential	12.1-25 du/ac	NA	To maintain and enhance the character of suburban neighborhoods of single family attached, and multifamily housing.
High Density Residential	25.1-40 du/ac	NA	To provide for multifamily neighborhoods of high-density character adjacent to and supportive of higher intensity centers of activity.
Neighborhood Commercial	N/A	0.5-1.0	To provide for a range of daily needs—commercial goods and services, civic amenities, and community gathering spaces—at prime locations within easy reach of neighborhood residents.
Community Commercial	N/A	0.5-1.0	To provide for more intense regional- and local-serving commercial uses and office uses in a pedestrian-oriented, transit ready environment.
Neighborhood Mixed Use	25-40 du/ac	0.5-1.0	To create a mixed-use setting in an active, pedestrian-oriented, and transit-ready environment that serves neighborhood and community commercial needs. Encourages

			revitalization and intensification of key corridors.
Community Mixed Use	35-45 du/ac (up to 55 du/ac with Community Benefits)	1.0-1.5	To create a mixed-use setting in an active, high intensity, pedestrian-oriented, and transit-ready environment that serves the commercial needs of the community-at-large. Allows for increased densities through a community benefits incentive system. Encourages revitalization and intensification of key corridors.
Transit Priority Mixed Use	60-80 du/ac (up to 95 du/ac with Community Benefits)	1.5-3.0	Encourage an appropriate mixture and density of activity around the Artesia station of the Los Angeles Metro Rail system A Line. Allows for increased densities through a community benefits incentive system. The development standards seek to achieve this by providing a pedestrian, bicycle, and transit-supportive environment configured in a compact pattern and a complementary mix of land uses all within a comfortable walking distance of the station.
Light Industrial	N/A	0.5-1.0 2.0*	To provide for light industrial uses, including light manufacturing, assembly, warehousing and distribution, and industrial retail uses.
Industrial	N/A	0.5-1.0 2.0*	To provide for industrial uses, including manufacturing and other labor- and capital-intensive industrial activities.
Public/Quasi-Public	N/A	0.25-1.0	Applies to land uses operated or maintained for public administration and welfare.
Airport	N/A	N/A	Reserved for the Compton/Woodley Airport property. Any future development of the site will require a specific plan and compliance with any applicable airport land use plan. The Compton/Woodley Airport does not have an adopted airport land use plan (ALUP), so the airport is part of the Los Angeles County ALUP.
Open Space	N/A	N/A	Designates areas for active recreation use by all members of the public.
Compton Station Specific Plan (various land use designations)	The Compton Station Specific Plan contains precise guidance for land development, and infrastructure, amenities in this area. Specific plans must be consistent with the General Plan. Detailed policy and/or regulatory requirements are contained within the Specific Plan.		
* Self-storage facility.			

Two mixed-use designations offer an incentive for higher residential densities in exchange for community benefits. This program is intended to facilitate the production of new multifamily and mixed-use residential development with amenities that benefit the Compton community. A community benefits programs is a tool used by many cities in California to allow additional development intensity for projects that voluntarily provide public amenities, physical improvements, or project features beyond minimum requirements. The intent of the Community Benefits Program (CBP) is to allow a developer the opportunity to contribute toward key priority benefits to the community in exchange for flexibility in development standards. The CBP is applicable only to new development, infill, and redevelopment in the Community and Transit

Priority Mixed-Use designations. The requirements and process for utilizing the CBP will be provided in the Zoning Code. The community benefits gained through the CBP shall be in addition to, not instead of, those obtained through required standards in the City's Zoning Code as well as any other impact fee or in-lieu fee program. Incentives to the developer will be proportional to the benefit provided to the community as determined by the City. The community benefits will reflect key priorities to achieve the vision of this General Plan. This list does not preclude the option for developers to propose other potential benefits to the community.

Table 3 compares existing and projected 2040 land use and demographic information for the City of Compton, the Sphere of Influence, and the overall Planning Area. While Table 3 includes land within the Compton Station Specific Plan area, the General Plan 2040 land use plan does not propose any changes to the Special Plan area Compton Station Specific Plan. The development assumptions for Table 3 are consistent with the Specific Plan buildout estimates included in the adopted Specific Plan. Table 4 provides a detailed breakdown of the 2040 land use development estimates for the project. The 2040 planning horizon for the Planning Area is estimated to result in increases of approximately 5,776 dwelling units and 1.3 million square feet of non-residential space. An estimated increase of approximately 22,550 residents and 2,400 jobs is projected for the 2040 horizon year. Exhibit 4 illustrates the 2040 General Plan land use plan.

Table 3
General Plan Update: Comparison of 2023 and 2040

	EXISTING CONDITIONS (2023)			FUTURE CONDITIONS (2040)		
Development Indicators	**City**	**Sphere of Influence**	**Total Planning Area**	**City**	**Sphere of Influence**	**Total Planning Area**
Dwelling Units	24,867	3,380	28,247	30,457	3,566	34,023
Population	93,719	13,971	107,690	115,587	14,655	130,242
Non-Residential Building Square Feet	25,348,700	119,275	25,467,975	26,681,810	102,635	26,784,445
Employees	25,384	184	25,568	27,763	206	27,969

Programmatic EIR

The City of Compton has determined that the proposed project will require preparation of an EIR pursuant to the California Environmental Quality Act (CEQA). The City is the Lead Agency for preparation of a Program Environmental Impact Report (Program EIR) for the proposed project. The Program EIR will evaluate the environmental impacts resulting from implementation of the project and will recommend mitigation measures to avoid or reduce significant impacts, where applicable. The Program EIR also is intended to help the City review future project proposals pursuant to section 15168 (Program EIR) of the CEQA Guidelines. The following environmental topics listed below will be evaluated in the Draft Program EIR:

- **Aesthetics:** The EIR will describe the aesthetic implications of the proposed project, including its visual relationships to the surrounding vicinity and the potential impacts of development (the proposed array of building masses, heights, view corridors etc.) on important surrounding vantage points.
- **Agriculture and Forestry:** The EIR will explain why these CEQA-defined environmental topics will not be adversely affected by implementation of the project.
- **Air Quality:** The EIR will describe the potential impacts of the proposed project on local and regional air quality based on methodologies defined by the South Coast Air Quality Management District (SCAQMD). The project is likely to create significant impacts under this topic that may require mitigation and/or that may be significant and unavoidable. An air quality technical study will be included as part of the Draft program EIR to quantify and evaluate potential impacts.
- **Biological Resources:** The EIR will evaluate potential impacts on biological resources resulting from implementation of the proposed project.
- **Cultural and Tribal Cultural Resources:** The EIR will describe any potential impacts and mitigation needs associated with historic and cultural (archaeological) resources, including potential impacts on Tribal Cultural Resources.
- **Energy:** The EIR will evaluate the impacts of implementation of the project on energy resources and implementation of state and local plans for renewable energy and energy efficiency.
- **Geology and Soils:** The EIR will analyze the potential paleontological impacts associated with implementation of the proposed project.
- **Greenhouse Gas Emissions:** The EIR will describe the impacts of implementation of the proposed project on greenhouse gas emissions and global climate change, following the latest approach and methodologies recommended by State and regional agencies. The project is likely to create significant impacts under this topic that may require mitigation and/or that may be significant and unavoidable. A greenhouse gas (GHG) emissions technical study will be included as part of the draft program EIR to quantify and evaluate GHG emissions.
- **Hazards and Hazardous Materials:** The EIR will describe the potential for hazardous material use or hazardous waste investigation and cleanup activities anticipated in the Planning Area and will describe any associated potential impacts and mitigation needs, if applicable. Potential construction period hazards and hazardous material impacts and mitigation needs will also be described.
- **Hydrology and Water Quality:** The EIR will evaluate potential impacts on hydrology and water quality resulting from implementation of the proposed project, including possible effects related to drainage and flooding.
- **Land Use and Planning:** The EIR will describe the potential effects of implementation of the proposed project on existing and planned land use characteristics in the City, including the General Plan's relationship to other adopted regional and local plans.

- **Mineral Resources:** The EIR will evaluate whether the project will have any significant impact on existing mineral resources in the Planning Area.
- **Noise:** The EIR will describe potential construction and long-term operational noise (traffic, mechanical systems etc.) impacts and related mitigation needs where applicable. The project may create significant impacts under this topic that may require mitigation and/or that may be significant and unavoidable. A noise and vibration technical study will be included as part of the draft program EIR to quantify and evaluate noise generated from the project.
- **Population and Housing:** The EIR will describe the anticipated effects of the projected population growth and subsequent increase in housing. This information will be used to forecast public service and utility needs in the General Plan area.
- **Public Services:** The EIR will describe potential impacts on public services (police and fire protection parks and recreation, and schools).
- **Transportation and Circulation:** The EIR will describe the transportation and circulation implications of the proposed project, including the contribution of Vehicle Miles Traveled to local and regional roadways. The evaluation will include roadway system impacts, transit implications, and effects on pedestrian and bicycle circulation. General Plan components to improve multimodal travel will also be considered. The project may create significant impacts under this topic that may require mitigation and/or that may be significant and unavoidable. A transportation technical study will be included as part of the draft program EIR to quantify and evaluate VMT from the project.
- **Utilities and Service Systems:** The EIR will describe the impacts of implementation of the proposed project on local utility and service systems, including water supply, water and wastewater treatment, and solid waste and recycling.
- **Wildfire:** The EIR will evaluate if the proposed project will have any significant impacts related to wildfire. Such impacts are considered to be unlikely since Compton is not near any Wildland/Urban interfaces.
- **Alternatives:** Pursuant to CEQA Guidelines Section 15126.6, the EIR will identify and compare a reasonable range of alternatives to the proposed project.

Exhibit 1
Regional Location Map

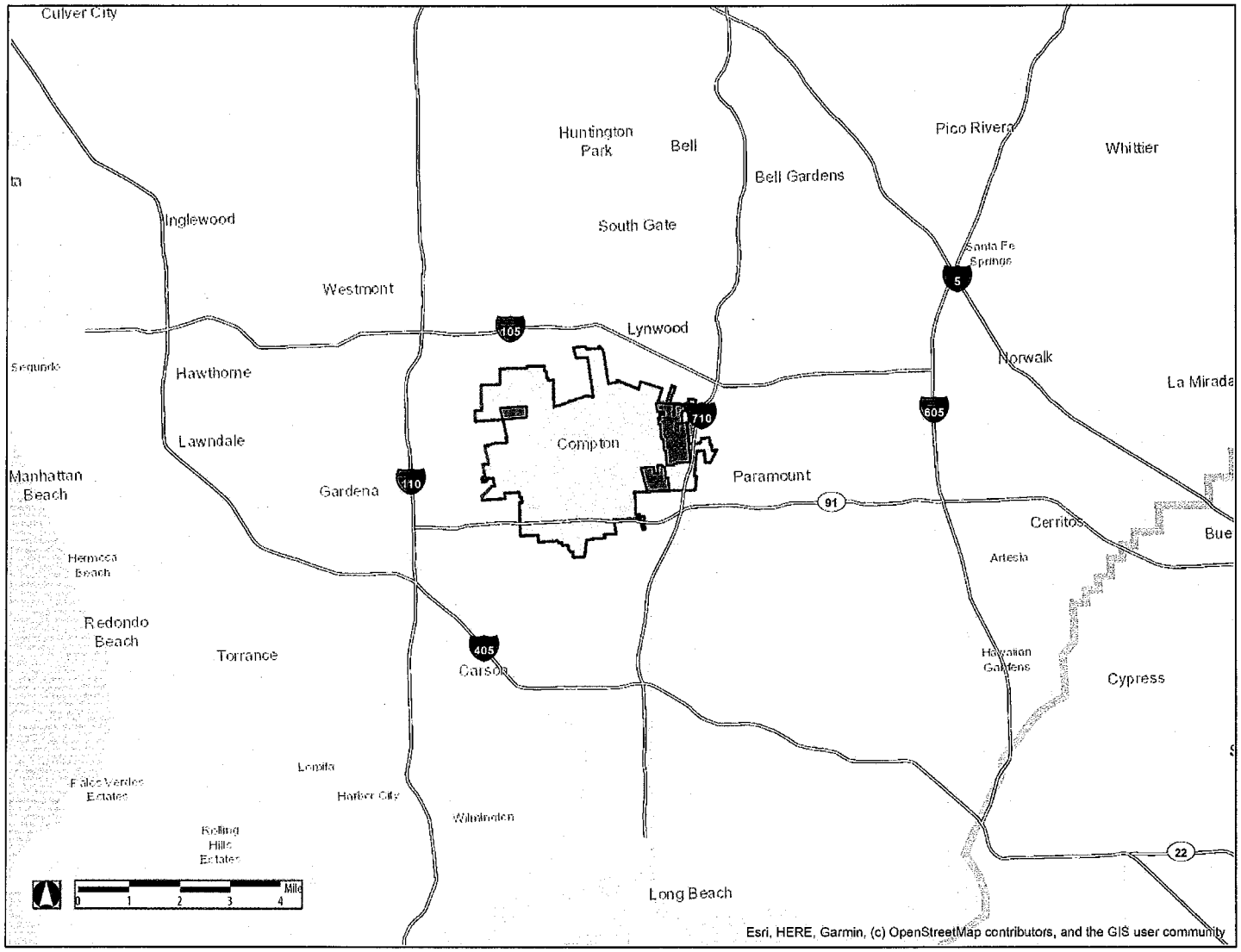

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Exhibit 2
Planning Area

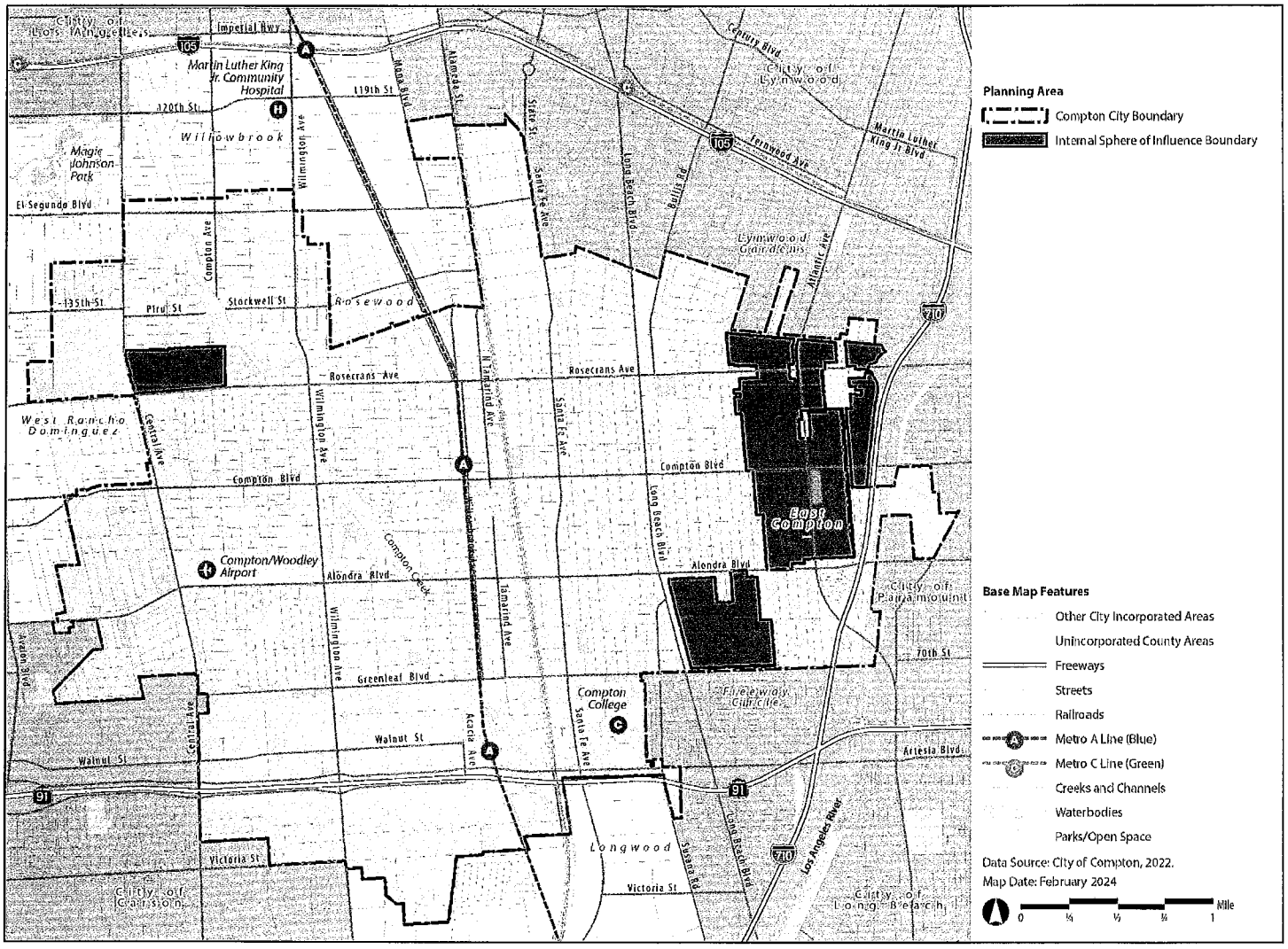

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Exhibit 3
Existing Land Use (2023)

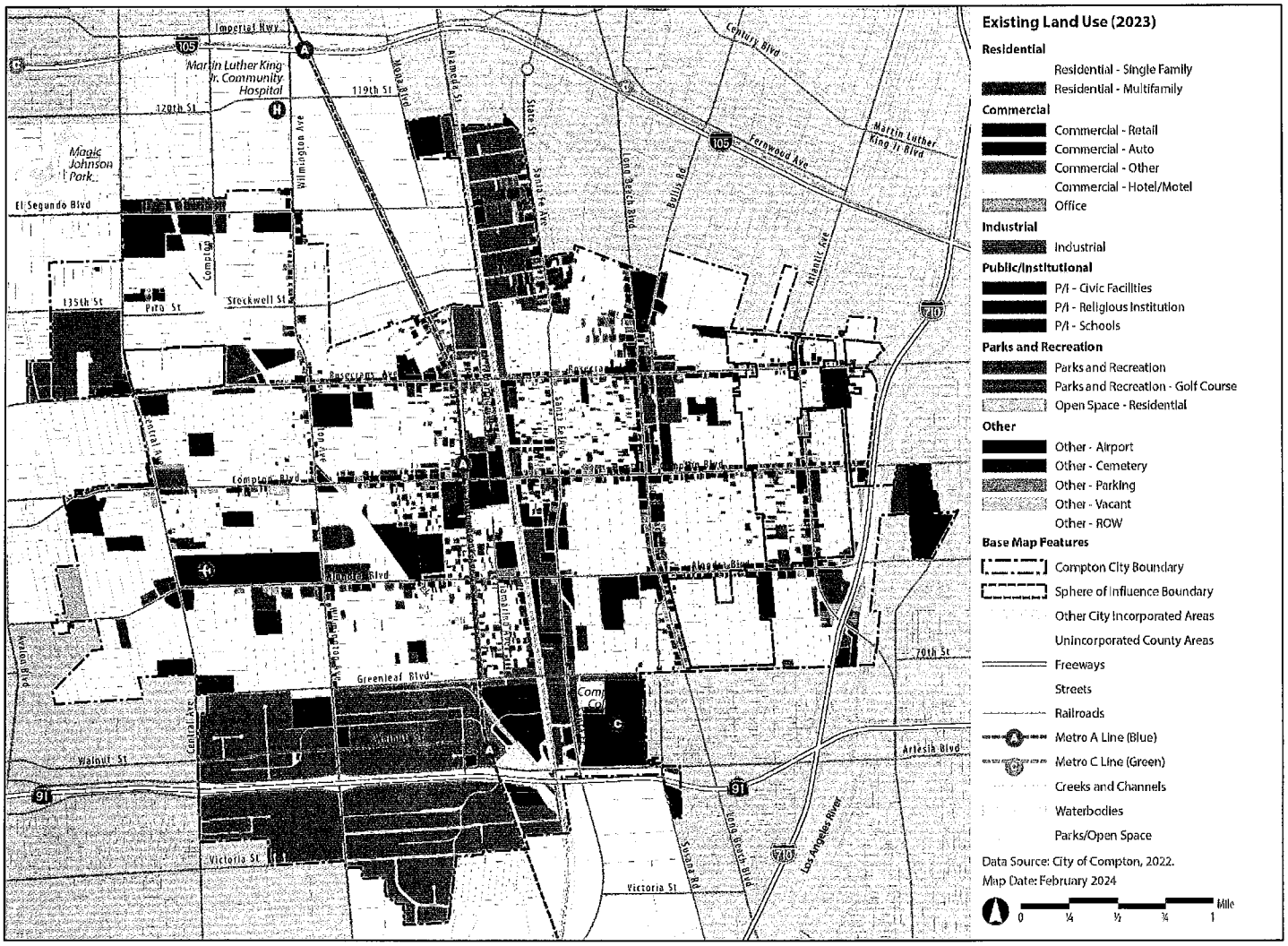

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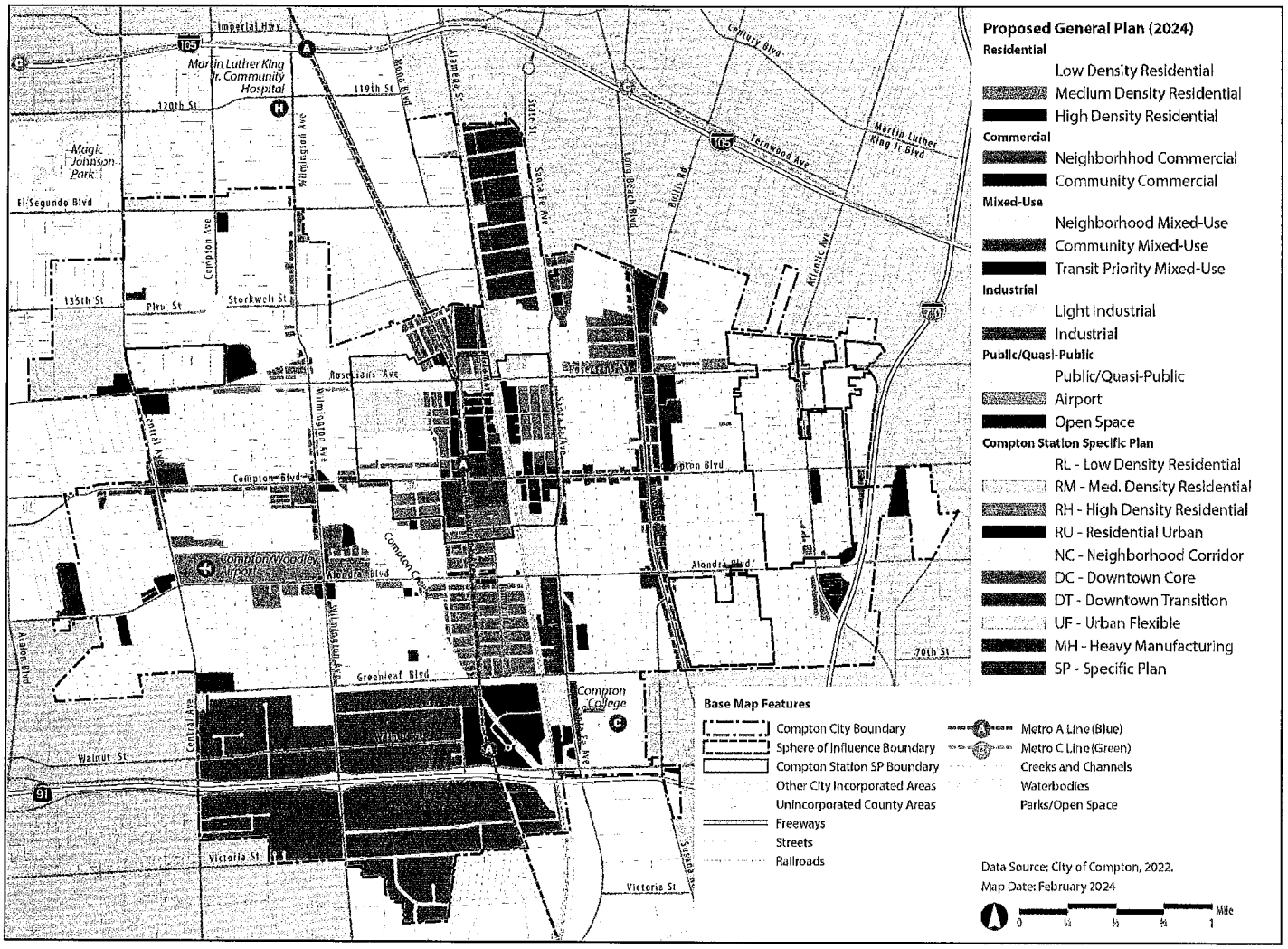
Exhibit 4
Proposed General Plan Land Use



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LOS ANGELES COUNTY
SANITATION DISTRICTS
Converting Waste Into Resources

Robert C. Ferrante
Chief Engineer and General Manager

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
(562) 699-7411 • www.lacsd.org

May 20, 2024

Ref. DOC 7218382

VIA EMAIL rdelgadillo@comptoncity.org

Mr. Robert Delgadillo, Senior Planner
City of Compton
Community Development Department
205 South Willowbrook Avenue
Compton, CA 90220

Dear Mr. Delgadillo:

NOP Response to Compton 2040 General Plan Update and Zoning Code Amendments

The Los Angeles County Sanitation Districts (Districts) received a Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the City of Compton on May 6, 2024. The City of Compton is located within the jurisdictional boundaries of Districts Nos. 1, 2 and 8. We offer the following comments regarding sewerage service:

1. The Districts own, operate, and maintain the large trunk sewers that form the backbone of the regional wastewater conveyance system. Local collector and/or lateral sewer lines are the responsibility of the jurisdiction in which they are located. As such, the Districts cannot comment on any deficiencies in the sewerage system in the City of Compton (City) except to state that presently no deficiencies exist in Districts' facilities that serve the City.

2. Details for any future individual developments within the City should be submitted to the Districts for review to determine whether or not sufficient trunk sewer capacity exists to serve each development and if Districts' facilities will be affected by the development. This is accomplished through the Districts' Will Serve Program. Information for which can be found on our website at Will Serve Program.

3. The wastewater generated by the City will be treated at the A.K. Warren Water Resource Facility (formerly known as the Joint Water Pollution Control Plant) located in the City of Carson, which has a capacity of 400 million gallons per day (mgd) and currently processes an average flow of 247.2 mgd.

4. In order to estimate the volume of wastewater the project will generate, a copy of the Districts' average wastewater generation factors can be found at Table 1, Loadings for Each Class of Land Use.

5. The Districts are empowered by the California Health and Safety Code to charge a fee to connect facilities (directly or indirectly) to the Districts' Sewerage System or to increase the strength or quantity of wastewater discharged from connected facilities. This connection fee is used by the Districts for its capital facilities. Payment of a connection fee may be required before future individual development is permitted to discharge to the Districts' Sewerage System. For more information and a copy of the Connection Fee Information Sheet, go to Wastewater Rate. In determining the impact to the Sewerage System and applicable connection fees, the Districts will determine the user category (e.g., Condominium, Single Family Home, etc.) that best represents the actual or anticipated use of the parcel(s) or facilities on the

parcel(s) in the development. For more specific information regarding the connection fee application procedure and fees, please contact the Districts' Wastewater Fee Public Counter at (562) 908-4288, extension 2727. If an Industrial Wastewater Discharge Permit is required, connection fee charges will be determined by the Industrial Waste Section.

6. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized, and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service but is to advise the City that the Districts intend to provide this service up to the levels that are legally permitted and to inform the City of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2742, or phorsley@lacsd.org.

Very truly yours,

Patricia Horsley

Patricia Horsley
Environmental Planner
Facilities Planning Department

PLH:dh

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Public Review Draft

COMPTON GENERAL PLAN 2045

January 2025



CITY OF COMPTON

COMPTON
GENERAL PLAN 2045
Building a Better Compton



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COMPTON GENERAL PLAN 2045

Public Review Draft

December 2024

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GENERAL PLAN 2045
Building a Better Compton

Acknowledgements

We extend our heartfelt gratitude to the elected leaders and community members whose valuable input and perspectives helped shape this General Plan. Your participation in meetings, surveys, and discussions has been instrumental in creating a plan that reflects our shared vision for the future. This document is a testament to the power of collaboration and the dedication of a community working together toward building a better Compton. Thank you for your time and insights.

City Council

Mayor - Emma Sharif
District 1 - Deidre Duhart
District 2 - Andre Spicer
District 3 - Jonathan Bowers
District 4 - Lillie Darden

Planning Commission

Mona Jones
Diego Ramirez
Mark Smith
Juanita Green-Wright
Cecil Jay Odeja III

Elected Officials

Eric Perrodin, City Attorney
Vernell McDaniel, City Clerk
Brandon Mims, City Treasurer

City Staff

Cecil Flournoy, Director Community Development
Robert Delgadillo, Senior Planner
Jessica Larkin, Senior Planner
Trinidad Bravo, Planning Technician

Willie A. Hopkins, City Manager
Triphenia Simmons, Assistant City Manager
Sharon Rahban, City Controller
Jose Garfias, Water Department General Manager
Bryan Spragg, Director of Recreation
Donald Grady, Human Resources Director
Ron Simpson, Fire Chief

Consultants

MIG: General Plan
Veronica Tam & Associates: Housing Element:
Iteris: Mobility and Traffic
The Natelson Dale Group: Economics

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CITY OF COMPTON

Chapter 1

OUR VISION, OUR PLAN

COMPTON
GENERAL PLAN 2045
Building a Better Compton

Chapter 1

General Plan 2045 Introduction: Our Vision, Our Plan

COMPTON
GENERAL PLAN 2045
Building a Better Compton

Introduction

Planning for Compton's future begins with this General Plan. Every 20 to 25 years, the community collectively assesses how we are making progress toward previous broad-based goals and what adjustments we need to make in response to technological, economic, and cultural changes. The Compton General Plan articulates the shared community vision for long-term growth and change in our community and guides decision-making by establishing the "ground rules" for the design and development of new projects, conservation of resources, economic development, furthering environmental justice, mobility and infrastructure improvements, expansion of public services and community amenities. Through text, maps and images, this General Plan directs how Compton will look, and how residents, business owners, and visitors will experience our City today and in the future.



Community in Action: volunteers, families, and leaders unite at The Compton Initiative event

Structure of General Plan 2045

The Compton General Plan 2045 responds to the requirements of State law to prepare "a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (Government Code Section 65300). A general plan may address any issue relevant to local issues, but at a minimum must address land use, circulation and infrastructure, housing, open space and conservation, noise, safety, and environmental justice. For Compton, our vision and goals in this plan also encompass economic development, community culture, and our heritage, as the diagram below illustrates. This plan covers a 20-year horizon, recognizing that not all goals may be achieved within these two decades. All decisions, however, will reflect the policy directives embodied in this plan.

This General Plan reflects extensive community engagement, ensuring that residents' voices, concerns, and aspirations are at the heart of long-term planning. Community input has shaped each element, making the plan a true reflection of Compton's shared vision.

Figure INT-1: General Plan Elements



Community Voices

The Compton General Plan echoes the voices and aspirations of residents and the broader Compton community that were heard during the planning process. The City embarked on this General Plan program to update a plan dating to 1991, after Compton experienced profound demographic and leadership changes. The update process presented a new framework to ask the community: "How do we want Compton to look, function, and feel in the next 20 years and beyond?"

This inclusive and robust process involved multiple community workshops, pop-up events, mobile workshops, community surveys, and a dedicated working group that met four times. Additionally, multiple stakeholder interviews and focus groups were held involving non-profit organizations, residents, community groups, local religious institutions, government agencies, and business and property owners. The Planning Commission and City Council also provided extensive input. A detailed overview of this process can be found in Appendix A: Engagement & Outreach Summary.

The community engagement process had three phases that were implemented with a range of outreach activities.

- **Phase 1: Community Visioning and Engagement:** An inclusive effort where residents were encouraged to share their perspectives, concerns, and ideas for Compton's future.
- **Phase 2: Refining the Community Vision:** Through ongoing dialogue, the community refined and sharpened the collective vision for the City's growth.
- **Phase 3: Review and Feedback on Proposals:** Proposed land use and circulation plans were presented to the community, inviting feedback and fostering creative solutions.

The outcome of this process was a unified Vision and a set of Guiding Principles that shaped the General Plan policy framework. These foundational elements are outlined below.



Social Media Posts for Community Survey: English and Spanish

Figure INT-2: Engagement Activities





General Plan Community Workshop: Identifying Challenges



General Plan Community Workshop: Selecting Alternatives

Figure INT-3: Sampling of Community Engagement Comments



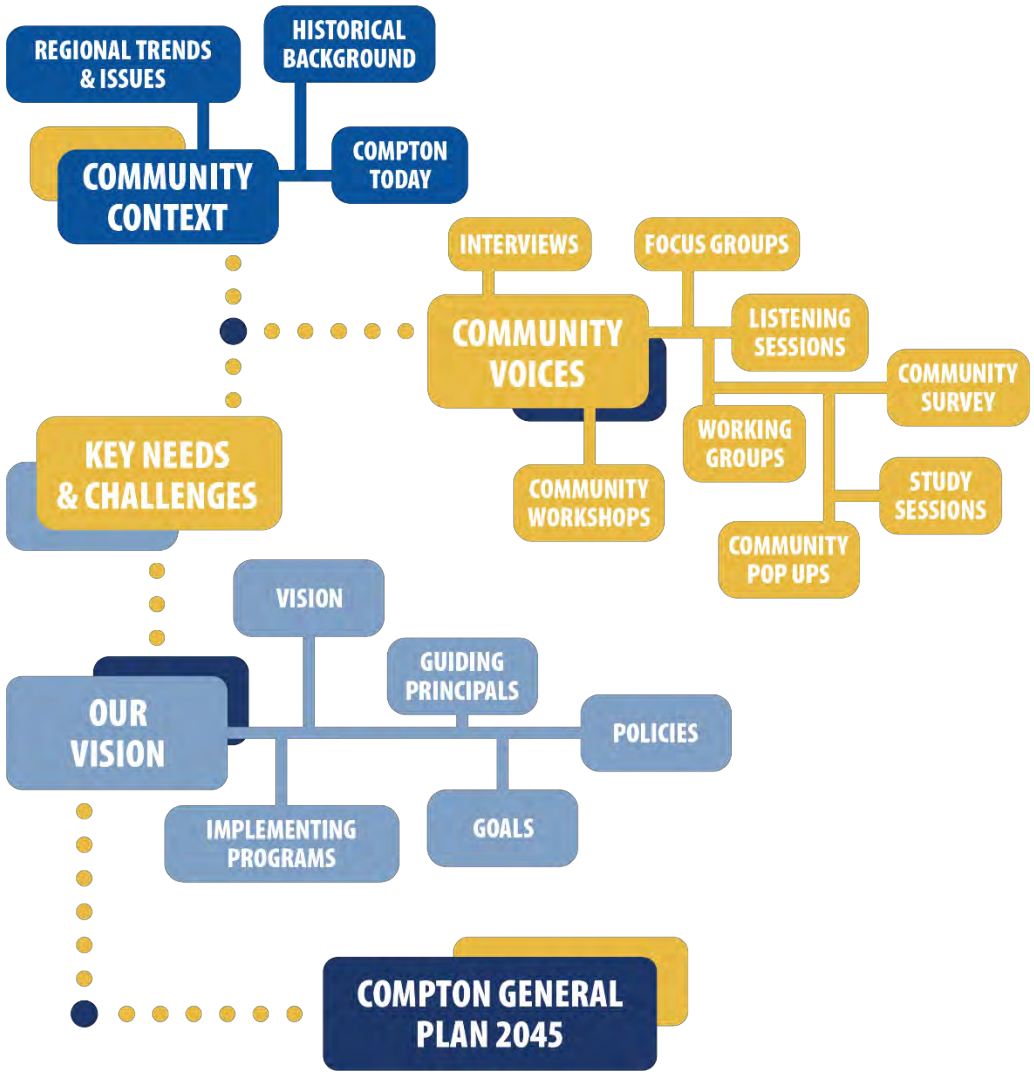
Our Process

The General Plan is a long-range document, and ensuring it reflects residents' aspirations was of paramount importance.

Our planning process began by examining the *Community Context* in which the plan is being created; this includes current local and regional factors, as well as the historical influences that continue to shape the City and its residents. Next, we *Listened to the Community* through a variety of engagement activities to gather diverse perspectives. This input helped us identify *Key Needs* based on community knowledge and data-driven analysis. These needs then form the *Foundation of the General Plan*, guiding everything from the overarching vision to the specific programs that implement the vision.

This represented a comprehensive effort to identify a path forward for Compton. Now is the time for the City and community to implement the plan. This will take coordination, communication, and compromise. The General Plan is not static; it may need to be adjusted to account for factors we cannot foresee, but the foundation for the future is here and will serve as a guide as things change in the two decades ahead.

Figure INT-4: Our Program Diagram



Our Vision

A vision statement identifies the desired future for Compton and answers the question: what is the desired outcome for our City? The statement is the foundation for future actions and will be referenced regularly, particularly during the City's annual budgeting process. The guiding principles, goals, policies, and implementation strategies outlined throughout the Compton General Plan were established to support this long-range vision and bring action to the statement. The vision statement describes the condition in Compton in 2045.

Compton General Plan 2045 Vision:

We are a thriving, safe, and equitable City where revitalized neighborhoods flourish, vibrant commerce drives opportunity, and new investments uplift every corner of the community. With a commitment to reliable and affordable services, dependent infrastructure, inclusivity, and transparent governance, residents and community members are empowered to shape a brighter, more prosperous future. Together, we are **Building a Better Compton.**



Fiestas Patrias: Compton Mexican Independence Day celebration



Giving back to the community: Unified Compton

Guiding Principles

The General Plan establishes the guiding principles for long-term growth and community enhancement. These principles guide decisions and capture aspects of what is important and unique about our government and community. They also shape and inform our principles.



Street and Infrastructure Systems

- A complete street system paved and improved for all mobility types and that includes accessible, safe sidewalks and crosswalks, with maintained streetlights and shaded tree canopies.
- Reliable water and sewer infrastructure systems are sized and maintained to meet current and future demands and to minimize risks to public health and safety.
- A comprehensive network of City facilities well maintained to meet community needs.



Safe and Clean Neighborhoods

Safe, clean neighborhoods enhanced by street lighting improvements that create greater visibility in residential areas, removal of longstanding blighted structures, elimination of illegal dumping citywide, revitalized and maintained vacant lots, and other improvements shown to contribute to public safety and cleanliness.



Commerce and Entertainment

Vibrant commercial districts and corridors that provide many opportunities for entrepreneurs and flexibility for established local businesses to offer diverse goods and services, leisure activities, and places to dine and entertain. Prioritizing additional sit-down restaurants and entertainment and recreational uses.



Parks and Recreation

- Well-designed, well-maintained, and safe parks, recreational facilities, and community centers that meet diverse and evolving community needs.
- Recreational and community service programs that offer educational classes and culturally relevant events targeting Compton's youth, families, and seniors.



Equity and Environmental Justice

- Improved air quality, elimination of industrial noise and pollution, and noxious truck emissions that impact residential neighborhoods.
- A city where all residents have easy access to community facilities, healthy food choices, parks and facilities, and safety and sanitary homes.
- A community in which everyone can readily engage in civic life and public decision-making processes in languages in which they have the most comfort.



City Communication

Modern and effective forms of communication between City leaders and residents and the business community that allow for trust and transparency, while recognizing cultural characteristics, different languages, and technological inequalities.



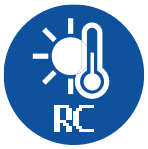
Healthy Community

- Equal access for all residents to affordable housing, mental health and public health services, and other social services, particularly for low-income households and other vulnerable residents.
- Work force development and educational programs for residents to provide them with higher income earning potential.



Fiscally Responsible

Quality and reliable municipal services funded by sustainable and reliable City revenues supported by competent financial management and highly capable staff and City leadership.



Resilient Community

- People, infrastructure, and community assets protected from evolving climate threats and vulnerabilities, and from natural and human-caused hazards.
- A strengthened, healthy community that can better withstand the negative impacts of challenges both present and future.



Housing Access for All

- Improved housing and expanded housing opportunities that result in a higher-quality living environment, with access to employment, community facilities, and services.
- Attractive and safe housing opportunities for a full range of housing types and affordability level with equal access and opportunity for all.



Safe and Equitable Mobility

- An interconnected, active transportation system that recognizes and responds to the critical needs of businesses to move commerce while accommodating pedestrians, cyclists, transit users, and motorists to move around Compton with convenience and ease.
- Safe multimodal mobility that creates pleasant travel ways for pedestrians, cyclists, and motorists and encourages transit use.

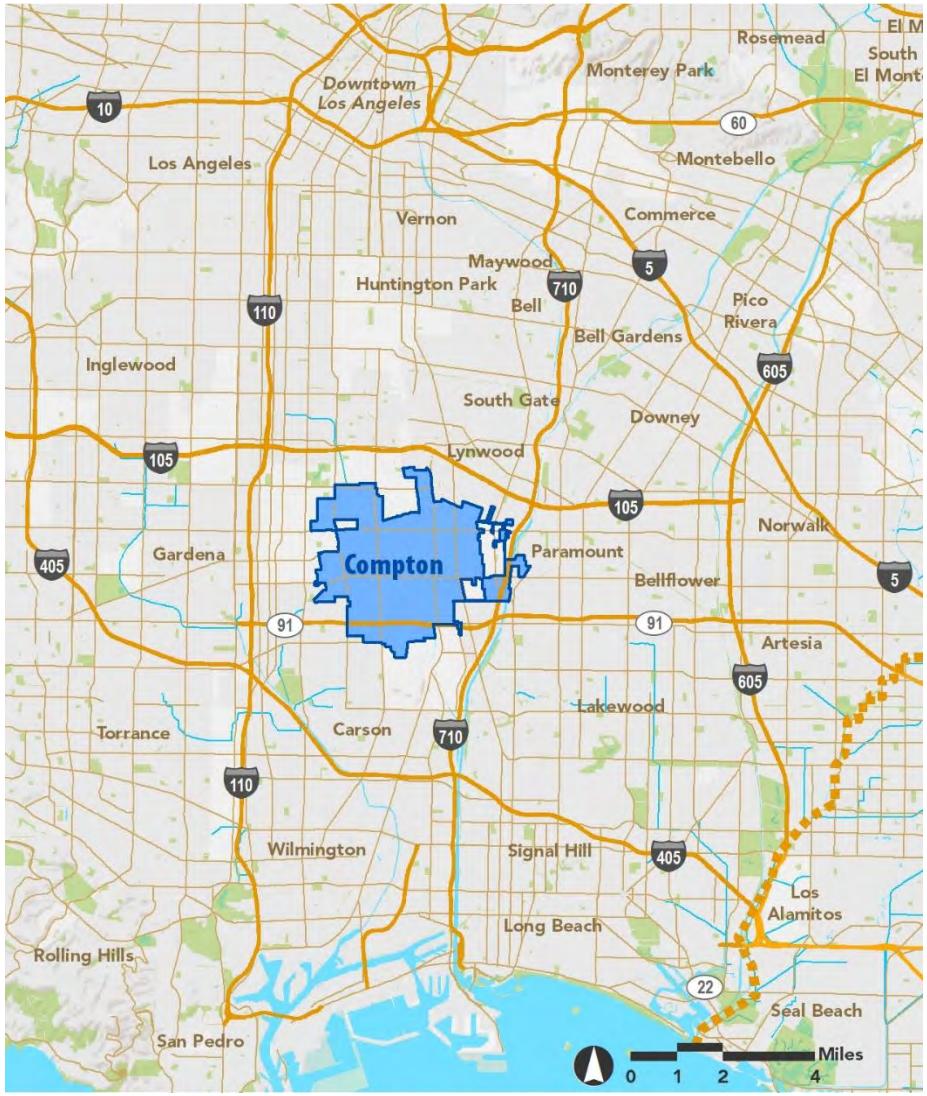
Community Setting

Regional Setting

Located in southern Los Angeles County, about 15 miles south of Downtown Los Angeles, the City of Compton is bordered by the city of Lynwood and unincorporated community of Willowbrook to the north, the city of Paramount to the east, the cities of Long Beach and Carson to the south, and the unincorporated area of East Compton (West Rancho Dominguez) to the west (see Figure INT-5). Compton, incorporated in 1888 as the eighth city in Los Angeles County, is one of its oldest cities and is often called the "Hub City" due to its central location and proximity to nearby communities.

Compton serves as a key industrial center, housing businesses in transit, technology, services, and manufacturing. It is surrounded by major freeways that provide easy access to neighboring cities. Interstate 105 runs along the northern edge, linking El Segundo to Norwalk; Interstate 710 extends from Long Beach to East Los Angeles along the eastern border; State Route 91 crosses the southern part of the city, continuing east to San Bernardino County; and Interstate 110 lies to the west, connecting Long Beach to Pasadena. Additionally, Compton is home to the public-use Compton/Woodley Airport and is served by two Metro light rail A Line stations.

Figure INT-5: Regional Location



Planning Boundaries

The General Plan's planning area encompasses all properties within the incorporated City limits, as well as unincorporated properties within the City's sphere of influence (Figure IN-6).

Sphere of Influence

State law defines the sphere of influence as the probable physical boundary and service area of a local agency, as determined by the Local Agency Formation Commission (LAFCO) (California Government Code §56076). As of 2023, three areas were determined to be within the sphere of influence of Compton, and four areas fell within the joint sphere of influence of Compton and nearby cities. Spheres 2, 3, 4 and 5 are all part of the unincorporated area of East Compton, and this sphere of influence was established in 1984. Sphere 1 is in northwest Compton, and it is shared with the City of Los Angeles, however, since it surrounded by four sides of incorporated Compton, it is considered in the City's Planning Area.

While the City has no formal authority within the sphere of influence areas, it is empowered by the State to consider areas that are related to the City's future. This planning approach provides cities with a means of shaping the future of areas they may eventually annex.

Joint Sphere of Influence

Joint spheres of influence (JSOIs) are areas where multiple cities share jurisdictional interests and responsibilities (see Figure INT-7). West of Compton, a JSOI designated by LAFCO in 1973 places parts of the area within the spheres of influence of both Compton and Los Angeles. Parcel 6, added in 2006, also lies to the west and falls under the JSOI of Compton, Los Angeles, and Carson. Additionally, an area south of Compton was designated in 2006 as part of the JSOI for Compton, Carson, and Long Beach.

LAFCO establishes JSOIs in areas where Compton and neighboring cities have overlapping service interests. These designations facilitate collaboration on planning, resource management, and service provision, especially in key areas like infrastructure, public safety, and boundary management.

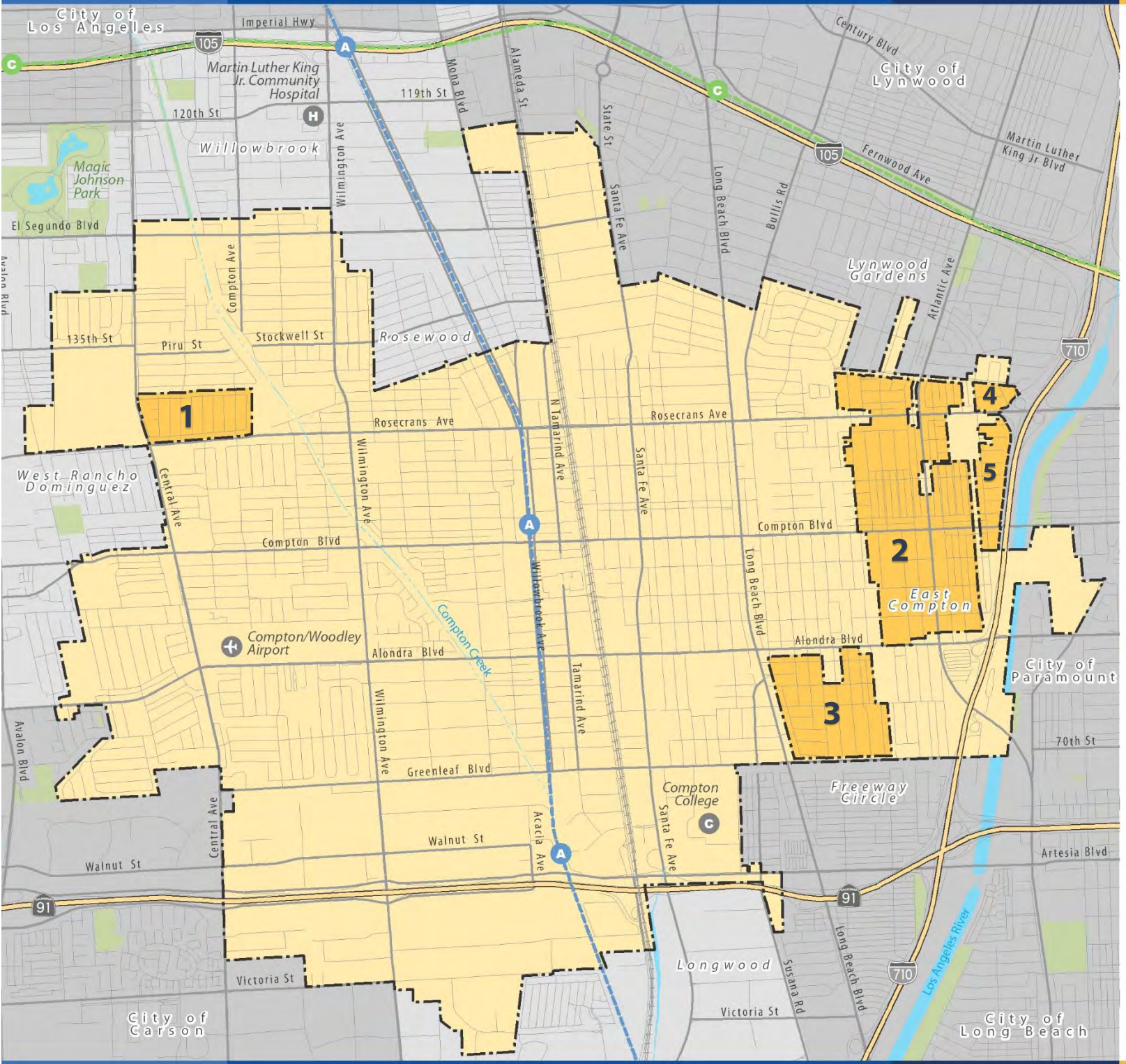


Figure INT-6
Planning Area

Planning Area

- 1 Compton Sphere of Influence
- Compton Incorporated Boundary

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: City of Compton, 2022.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

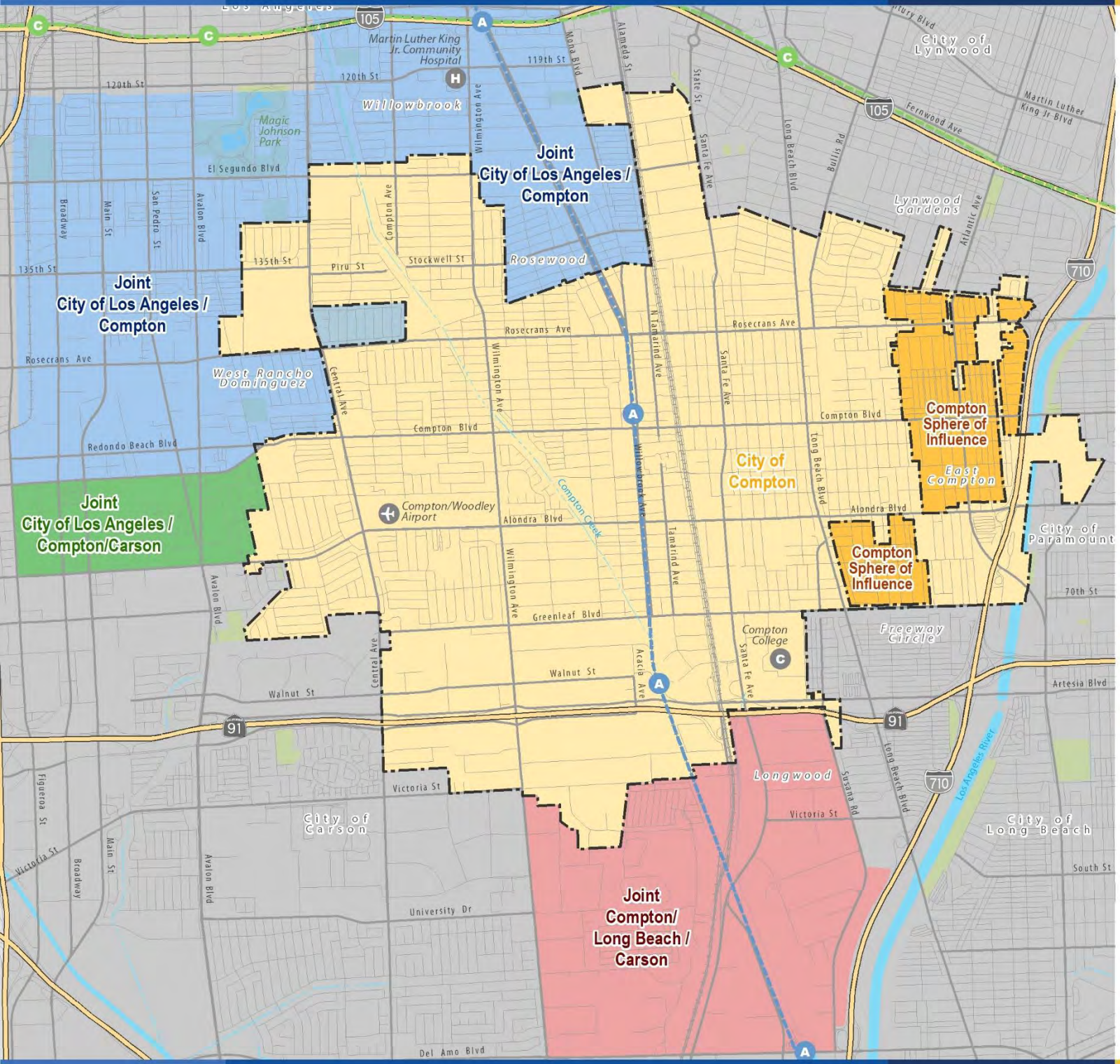


Figure INT-7
Joint Sphere of Influence

Joint Sphere of Influence

- Compton Sphere of Influence
- Joint Compton/Long Beach/Carson
- Joint Compton/Los Angeles
- Joint Compton/Los Angeles/Carson
- Compton Incorporated Boundary

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: LA County LAFCO, 2022.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Community Profile

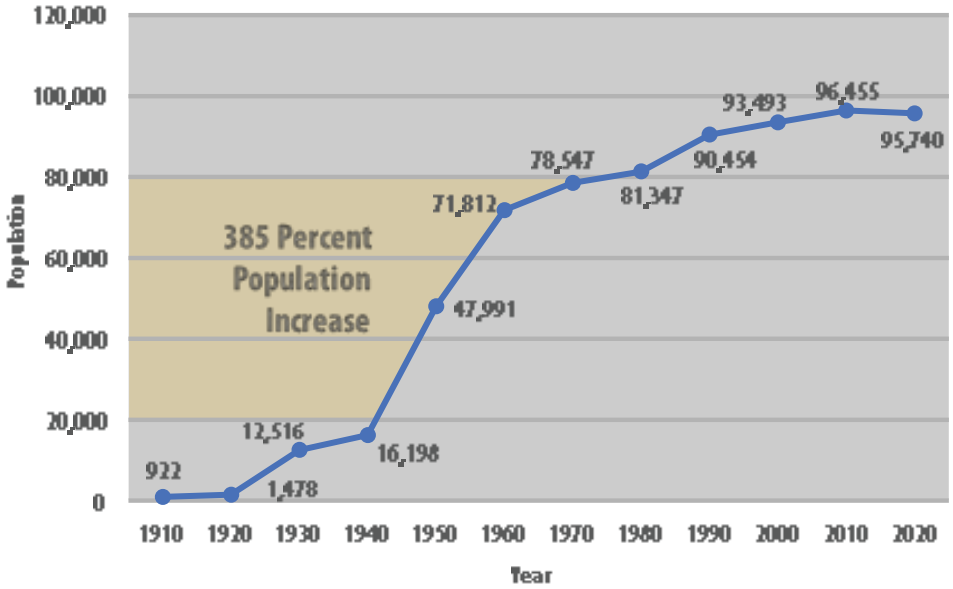
City Growth

Compton experienced significant population growth between 1940 and 1970, with the number of residents increasing from 16,198 to 78,547, representing a 385 percent growth trend in just 30 years (see Figure INT-8). Following World War II, the 1950s and 1960s witnessed an exponential boom in the construction of single-family homes within Compton's residential neighborhoods. As the last remaining tract homes were built on the remaining agricultural and vacant lands, growth began to slow. Between 1980 and 2020, the City experienced only an 18 percent growth over 40 years, marking a stark contrast to previous decades.

During that same period, although population growth had slowed, the racial and ethnic composition of Compton changed dramatically. In 1980, nearly 74 percent of the population was Black and 21 percent Latino and/or Hispanic (see Figure INT-9). In 2020, 40 years later, those percentages flipped, with the Black population making up only 25 percent of the population, while the Latino and/or Hispanic populations were nearly 71 percent.

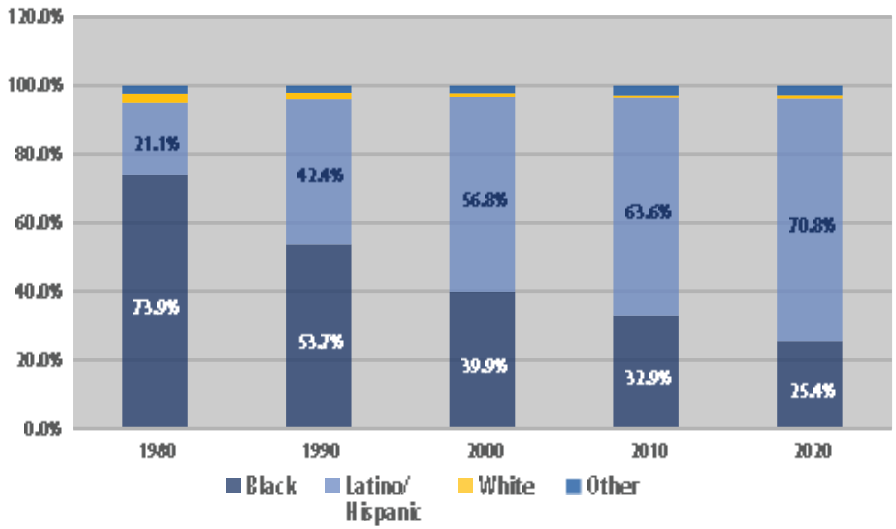
Compton's demographics have become more diverse over the years. Hispanic/Latinos, primarily of Mexican and Central American heritage, have also had a significant presence in Compton. Latino residents contribute to the cultural fabric of the city and have their own vibrant community organizations, businesses, and cultural celebrations. Compton also has a notable population of residents from other racial and ethnic backgrounds, including Asian Americans, Pacific Islanders, and individuals of mixed heritage. These communities further enrich the City's diversity and cultural exchange.

Figure INT-8: Historical Population Growth



Source: California Department of Finance Historic Population Estimates, 2020.

Figure INT-9: Race/Ethnicity Change (1980 – 2020)



Source: U.S. Census Bureau, 1980 to 2020.

Age Characteristics

Age distribution is a key indicator of housing and service needs, as preferences shift with age. In Compton, 29% of residents are under the age of 18 (as of 2023), compared to 22% in Los Angeles County. On the other end of the spectrum, 13.8% of Compton's population is 60 years or older, which is lower than the County's 18.8%.

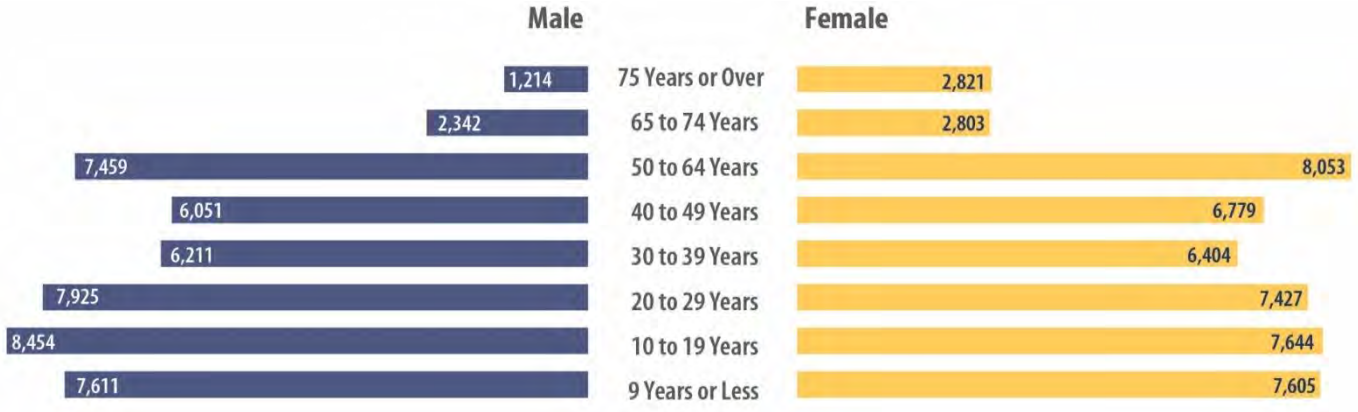
The median age in Compton is 31.2 years, making it a younger city than Los Angeles County as a whole, where the median age is 36.5. Younger residents are more concentrated in the central and eastern areas of Compton, while the western parts have a higher proportion of elderly residents.

Figure INT-10 shows the distribution of age by male and female, which is fairly balanced. However, there is a slightly larger proportion of females within each age category. Across the City, there is a greater number of males aged between 10 and 19 years, followed by females aged between 50 and 64 years.



Celebrity Basketball at East Rancho Dominguez Park

Figure INT-10: Age Characteristics (2020)



Source: U.S. Census Bureau, Decennial Census, 2020.

Educational Attainment

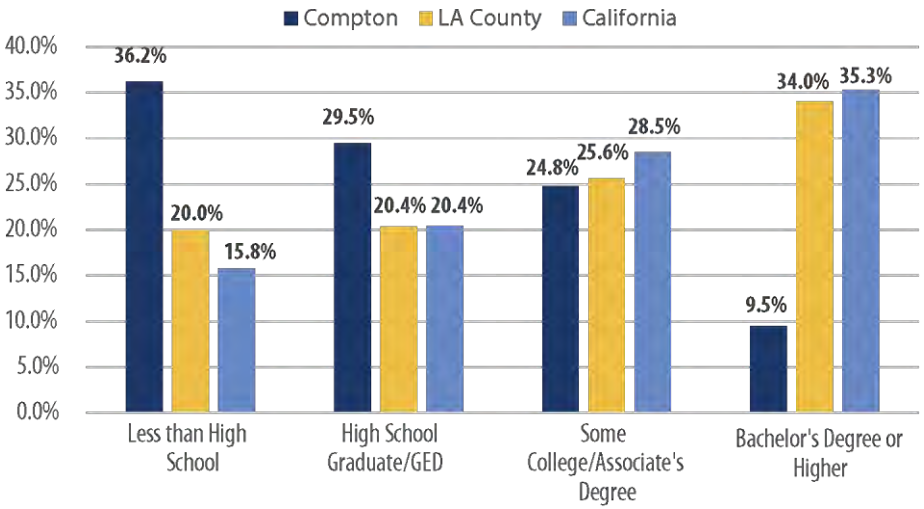
Education is a key aspect of Compton's community profile. In Compton, 29.5% of residents have at least a high school diploma, exceeding the rates for both Los Angeles County and California (both at 20.4%). However, 36% of residents have less than a high school education, which is notably higher than in these regions (see Figure INT-11). The percentage of residents with a bachelor's degree is also significantly lower compared to other areas.

While the City faces educational challenges, efforts are underway to improve access and outcomes. Compton has a variety of public, private, and charter schools, alongside community initiatives that provide educational support and mentorship programs. In 2025, the new Compton High School opened.

Median Income

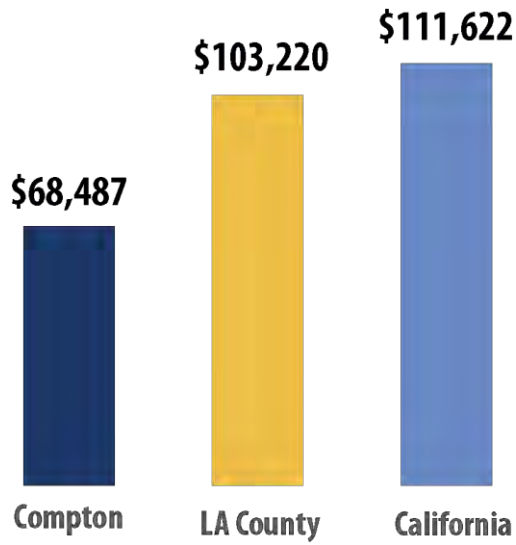
Historically, Compton has faced socioeconomic challenges that have impacted household income levels. According to the 2020 American Community Survey, the median household income in Compton is $68,487, lower than both Los Angeles County ($103,220) and California ($111,622), see Figure INT 12. Income distribution varies across neighborhoods, with some areas reporting higher median incomes, and individual income is closely linked to factors such as education and employment opportunities.

Figure INT-11: Educational Attainment (2021)



Source: U.S. Census Bureau, Community Housing Survey, 2021.

Figure INT-12: Educational Attainment (2021)



Source: U.S. Census Bureau, Community Housing Survey, 2021.

Using the General Plan

The Compton General Plan 2045 is structured around topics identified through community input, as shown in Table INT-1, which maps these themes to State-required elements.

Each chapter, or element, includes a community context section that highlights the baseline conditions and issues, such as economic, social, or environmental factors influencing policy choices. These sections also outline key concepts and policy approaches to address the identified challenges.

While the Vision and Guiding Principles are overarching directives, tailored goals, policies, and implementing programs are contained within each element.

Table INT-2 presents the plan's key themes and policy strategies.

1. **Vision**
   Serves as the "common ground" from which all decisions are made, and it identifies priority areas where resources should be focused to ensure that our City s able to provide essential services to meet the community's needs while fostering growth and improvement in key areas for long-term prosperity.
2. **Guiding Principles**
   Shared community values that are to be used in achieving the City's Vision.
3. **Goals**
   A general expression of community values and direction, expressed as idealized policy directions to be achieved through implementation of policies.
4. **Policies**
   Specific statements that guide decision-making and help implement the general plan's goals.
5. **Implementing Programs**
   Actions, procedures, or techniques that carry out general plan policies.

Table INT-1 General Plan Chapters

Compton General Plan Chapters	Required Elements								Optional
	Land Use	Circulation	Housing	Conservation	Open Space	Noise	Safety	Environmental Justice	
Introduction: Our Vision, Our Plan									☑
Land Use	☑								
Our Mobility (Circulation)		☑							
Economic Development									☑
Meeting Our Housing Needs			☑						
Urban Systems (Infrastructure)		☑							
Community Culture, Services, and Resources				☑	☑				
Environmental Justice								☑	
Public Safety							☑		
Our Heritage (Historic Preservation)									☑

Table INT -2: Element Context and Policy Approaches

General Plan Element	Context and Issues	Policy Approaches
Land Use The *Land Use* element provides the foundation for future land use decisions by establishing planned land use patterns and development densities and intensities citywide. The overarching goals are to accommodate varied housing types, provide diverse employment opportunities, provide for diverse commercial and industrial uses, plan for parks and open spaces, and create great civic places. It establishes policies to guide land use, development, and redevelopment.	Conditions of **economic blight** are evident along major commercial corridors. Compton's **aging infrastructure**, built over the City's lifetime to accommodate a growing population, needs significant repair or replacement. Need for significant **community revitalization and diminished economic opportunities**. The **demand for housing for all income levels** is a local and regional issue; however, housing must be balanced with the need for revenue and employment-generating uses that pay for services and infrastructure. The Metro A Line Compton and Artesia stations in Compton provide an opportunity for **transit-friendly uses** and development intensities around these two rail stations.	Growth and public benefits are linked through the **Community Benefits** Program (CBP). The CBP offers developers an avenue to achieve their full development objectives if they contribute community benefits that complement, rather than replace, those mandated by the City's development standards. Opportunities for future growth and intensification are targeted along the major **mixed-use corridors**: Rosecrans and Central Avenues and Compton, Alameda, Alondra, and Long Beach Boulevards. **Complete Neighborhoods** are areas where residents have convenient access to the goods and services they need daily.
Our Mobility The *Our Mobility* element fulfills State requirements for the Circulation Element and serves as a comprehensive framework to	Compton is served by a network of **freeways** and a regional **light rail** system that provide connections to neighboring cities and the broader region and is strategically located near	Adopting a **complete streets** approach to mobility planning means integrating multiple modes of transportation into every stage of transportation network

General Plan Element	Context and Issues	Policy Approaches
address the transportation needs of residents. It aims to enhance accessibility, safety, and efficiency in the movement of people and goods throughout Compton.	the ports of Long Beach and Los Angeles and the **Alameda Corridor** which facilitates the transportation of goods from the ports. **Street safety** is a significant concern due to collisions involving pedestrians and bicyclists, as well as speeding vehicles at major intersections. Compton's **streets suffer from long-term lack of maintenance** which underscores broader issues related to infrastructure investment, staffing shortages, and resource allocation. Streets throughout the City are **plagued by trash buildup** and ill-maintained landscaping, conditions, and poor lighting that diminish quality of life.	development. This approach recognizes that not all streets can cater to every mode. In addressing street safety issues, the City embraces a **Vision Zero** approach to prioritize the well-being of its residents and eliminate traffic fatalities and severe injuries. Transit or pedestrian **priority streets** are roadways designated and designed to prioritize the movement of public transit vehicles or pedestrians over other modes of transportation. A **first/last mile strategy** addresses barriers that discourage potential riders from using transit because a station or stop cannot be easily accessed from home, work, or other destinations.

General Plan Element	Context and Issues	Policy Approaches
Economic Development The *Economic Development* element addresses a topic emphasized by community members but is not required by law. This chapter provides policies to diversify the economic base and increase employment opportunities by attracting new and retaining existing businesses.	Compton faces challenges in attracting and **retaining competitive businesses** to support job growth and local services. There is a **need to align job training and education with local business demands** to reduce unemployment and support local job creation. The City needs to **grow its tax base** by increasing the number and quality of commercial and industrial businesses to support essential services. **Aging commercial centers** require periodic redevelopment to meet market demand and serve as vibrant community and retail spaces. **Strategic investments in infrastructure** are essential for supporting business growth and redevelopment efforts in key areas. The City must implement **competitive financial incentives** to attract businesses that will create jobs and generate new tax revenues.	The City will **provide business assistance and incentives** through its Economic Development Division and external partnerships to attract and retain businesses. Compton will **partner with educational institutions and workforce organizations** to align training with business needs and **promote job opportunities** for residents. The City will **grow its commercial and industrial sectors**, updating its Economic Development Plan and leveraging financial incentives and grants to boost tax revenues. Compton will streamline approvals, invest in infrastructure, and actively **promote mixed-use, transit-oriented development** to revitalize aging commercial areas around transit stations and corridors.
Meeting Our Housing Needs The *Meeting Our Housing Needs* element identifies the City's housing conditions and	This element fulfills the **requirements of State law** which are very specific on the content of Housing Element and mandate that the City	The City will **affirmatively further fair housing (AFFH)** by taking meaningful actions to ensure equal access and opportunity to housing.

General Plan Element	Context and Issues	Policy Approaches
needs, establishes the goals, objectives, and policies that are the foundation of the City's housing strategy, and provides an array of programs to create sustainable, mixed-income neighborhoods across the City.	contribute to the attainment of State housing goals. Rising **housing costs** have put homeownership beyond the reach of lower- and moderate-income families. Compared to the region, more households in Compton live in **overcrowded** situations and experience **cost burdens,** which refers to paying more than 30% of income toward housing. The City is required by law to make available housing sites zoned for housing to accommodate its need. That housing need for the 2021-2029 planning period is referred to as the Regional Housing Needs Assessment (**RHNA**) and identifies a need for 1,004 units. Compton has large populations of **special needs** populations and sensitive communities compared to the County and neighboring jurisdictions and all areas of the City are also considered low resource areas and of **high segregation and poverty.**	Using **City-owned land**, Compton will pursue partnerships with housing developers to include affordable housing for lower income and special needs households. A **Zoning Update Program** will address the following areas: emergency shelters, single-room occupancy units, transitional and supportive housing, residential parking requirements, residential minimum unit size, residential objective design standards, and accessory dwelling units.
Urban Systems The Urban Systems chapter addresses topics required for the My Mobility Element: water	Many of Compton's **roads, water, and sewer systems are outdated and need significant upgrades** to support business growth and redevelopment.	**Prioritize investment** in upgrading roads, water, and sewer systems to support economic growth and improve service delivery.

General Plan Element	Context and Issues	Policy Approaches
supply storage and delivery, wastewater collection and treatment, flood control, solid waste management, and telecommunications	**Strategic infrastructure improvements are required** to enhance economic development and attract private investment. There is a need to **establish sustainable financing mechanisms to fund high-priority infrastructure projects**. **Increased investment in street lighting, sidewalks, and traffic safety** measures is necessary to improve public safety and encourage community engagement in business districts.	**Focus infrastructure investments on revitalization zones** and transit-oriented development areas to attract private investment and support mixed-use projects. **Develop funding sources** such as grants, public-private partnerships, and infrastructure bonds to finance high-priority infrastructure projects. **Improve public safety infrastructure** with better lighting and traffic controls, while expanding broadband access to enhance business and community connectivity.
Community Services, Open Spaces, and Resources The *Community Services, Open Spaces, and Resources* element addresses the cultural, social, and community services in Compton and reflects the community's desire for access to quality recreation, culture, education, and health and wellness, and opportunities for improved quality of life for all residents and conservation of resources, community forest, and climate and air quality.	**Park and recreation services** and **natural resources** provisions are lacking at a time when a critical need and community desire exist for health and wellness resources. Compton faces significant **challenges** that prevent it from being considered a fully **healthy community** due to limited access to quality healthcare, high rates of chronic diseases, environmental pollution, and food deserts, where access to fresh, nutritious food is scarce. **Public facilities** in Compton are in a state of significant disrepair and have been poorly	Policies require provision of community and open space in future developments and providing incentives to developers to do so through a **Community Benefits** Program. **Complete Neighborhoods** are those which benefit from the full range of services and facilities required for day-to-day life. This includes, for example, primary schools, local parks, and shops within reasonable walking and cycling time from home. Create quality and sustainable parks and a recreation system.

General Plan Element	Context and Issues	Policy Approaches
	maintained. There is also a lack of welcoming **youth spaces**, separate from home and work/school, where young residents can spend their time constructively. Community members have identified the **lack of communication** and information sharing as limiting factors in accessing community services. Renowned for its **art and music scene**, Compton also embraces visual arts, community murals, and grassroots initiatives that celebrate local talent and creativity.	Pursue **land use policies** that support the development of grocery stores, farmers' markets, and urban agriculture in underserved areas to improve access to nutritious foods. Pursue **climate change resilience** that will improve the City's ability to respond to and recover from climate change hazard events and maintain essential services.
Environmental Justice The *Environmental Justice* element addresses the unequal distribution of environmental burdens and a history of unjust governmental actions that have affected Compton directly. Policies establish a framework for ensuring that all people receive equal treatment, equal access, and equal protections, and that everyone can engage in decisions that affect their health and economic well-being.	The effects of **racial segregation** have had a lasting impact on Compton, contributing to a legacy of inequality and limited opportunities for many within the community. Compton has many areas disproportionately affected by **environmental pollution** and other hazards and many **high-need areas** with concentrations of people that are of low income, high unemployment, low levels of homeownership, higher rent burden, sensitive populations, and/or low levels of educational attainments. Within some neighborhoods, residents have little or no access to **healthy and affordable food** options due to a limited number of grocery stores,	**Land Use and Transportation Strategies** reduce pollution burdens and improve air quality and increase opportunities for new park and open space uses. Address **illegal dumping and blight** through a coordinated community education effort to promote responsible waste management practices and foster a clean and sustainable urban environment. Address **food desert conditions** to improve access to healthy and affordable food options for all residents. Prioritize meaningful **community engagement** to ensure that the City's

General Plan Element	Context and Issues	Policy Approaches
	quality restaurants, community gardens, and farmers' markets. Some areas are overly concentrated with fast-food restaurants and convenience and liquor stores.	priorities reflect residents' values, interests, and demographics.
Public Safety The *Public Safety* element establishes a framework that identifies potential risks within the City that pose a threat to the community's welfare, public health, and overall safety and prepares the community to minimize risks and harm resulting from these hazards.	Compton has had a historically high **crime rate** relative to the region, but crime rates can vary over time, and the City has made efforts to address these issues and improve public safety. Compton has **aging fire department stations** that are deteriorating and need financial investments. Due to Compton's prevalence of industrial sites near residential areas, the risk of **pollution-related health problems** is increased. This strategic location presents Compton useful economic opportunities, it also risks higher levels of pollution, urban heat island effect, and greenhouse gas emissions.	Strengthen community policing, increase law enforcement presence, and expand crime prevention programs to **improve public safety.** Secure funding to renovate and **modernize aging fire department station**s, ensuring they can effectively respond to emergencies. Enforce **stricter pollution control measures** and enhance monitoring around industrial sites near residential areas to protect public health. **Promote green infrastructure,** increase urban tree cover, and reduce greenhouse gas emissions to combat the urban heat island effect and enhance climate resiliency. Promote increased code enforcement activity against Compton Municipal Code violations.

General Plan Element	Context and Issues	Policy Approaches
Our Historic Resources The *Historic Resources* element provides guidance that will allow the City of Compton to effectively preserve, enhance, and maintain buildings, sites, and landmarks which have been deemed architecturally, and/or historically significant.	As Compton continues to grow, identifying and protecting historic resources that reflect local architectural, historical, and cultural identity will enrich the physical and social environments. Compton lacks a comprehensive **Local Historic Resources Identification and Designation Program**, which has resulted in missed opportunities to recognize and protect significant historical resources. Without a formal program, many of Compton's unique assets remain under-acknowledged and at risk of deterioration or loss.	The City's three-phase **preservation strategy** involves public engagement and collaboration, asset identification, and establishing preservation regulations and incentives. A **historic asset mapping program** can give community members a participatory platform to spotlight local historic assets that are significant and comply with accepted historic preservation criteria. Support efforts to identify and commemorate historic structures and sites, and historically and culturally sensitive areas in Compton through a **historic structures and site commemoration program**. Pursue grant funding opportunities dedicated to Historic Resource Preservation and **adopt a Historic Resource Preservation Ordinance** to formalize protections for historic assets. Additionally, prohibit the demolition of structures over 50 years old without first conducting an analysis to determine their potential for preservation.



CITY OF COMPTON

Chapter 2
LAND USE ELEMENT

COMPTON
GENERAL PLAN 2045
Building a Better Compton

Chapter 2
Land Use Element

COMPTON
GENERAL PLAN 2045
Building a Better Compton

Introduction

This chapter provides the foundation for future land use decisions by establishing planned land use patterns and development densities and intensities citywide. The overarching goals are to accommodate varied housing types, provide diverse employment districts, plan for parks and open spaces, and create great civic places.

Land use refers to the purposes for which land is planned and utilized to meet societal needs and a city's economic objectives. In suburban communities like Compton, land is used for many purposes: as residential neighborhoods, commercial shopping centers, office and business parks, centers of industrial activity, schools and parks, and flood control. While Compton's land use patterns have been long established, evolving community needs and external influences, such as the extension of light rail transit to and through the City in the 1990s, can result in incremental change. The land use component of this element defines the envisioned and desired changes.

The Land Use Element reflects the Compton community's vision; promotes thoughtful, equitable, and accessible distribution of different land uses; and aligns with other General Plan elements. But land use is only a starting point. Improvement of the physical city must be coupled with policies and actions focused on underlying social and economic issues.

Purpose of the Element

Consistent with State law (Government Code section 65302(a) d), the land use section of this element designates the general distribution and intensity of land uses, including housing, commercial, business, industry, open space, and public facilities. This element also addresses urban design to improve Compton's character and identity. In practice, the element addressing land use is often the most visible and frequently consulted element in a general plan. Yet, the goals, policies, and programs in this element must respond to the specific contents in all other elements.



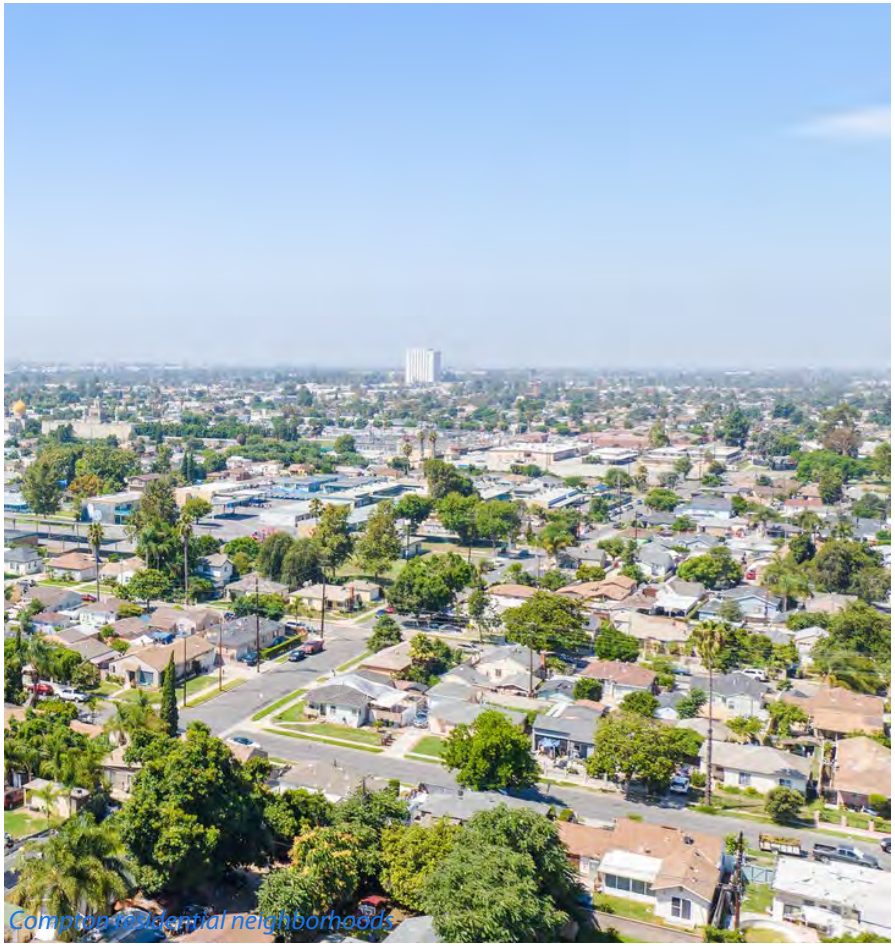
Martin Luther King, Jr. Memorial at the Civic Center

Land Use and Physical Environment

Community Context

Compton holds the distinction of being one of the oldest cities in Los Angeles County, having been incorporated on May 1, 1888. During its long history, the City has evolved from an agricultural community to a significant industrial center, encompassing transit, business services, technology, and manufacturing. This progression has been accompanied by formidable challenges due to rapid change, particularly in the immediate post-World War II years. As soldiers returned to the United States looking for places to settle and raise families, Compton became a distinctly residential community, with new subdivisions replacing the farmlands. This promise of home ownership, however, did not extend to African American families. Discriminatory land use practices and racially motivated violence kept African Americans from moving into the city. And when these families began to make progress in integrating into neighborhoods, many white families and businesses left, taking with them their wealth and investments. The effects of structural racism and inequality still impact the health and livelihoods residents today. Past practices of exclusion, disinvestment, economic decline, and sustained poverty are evidenced by the higher pollution exposure, underinvestment in physical and civic infrastructure, limited services, low homeowner rates, and many vacant commercial storefronts. Despite these challenges, Compton residents remain resilient and optimistic that the community can change.

The land use and mobility plans in this element acknowledge the history of underinvestment and look to overcome the barriers that have constrained change and community enhancement.



Compton residential neighborhoods

Compton Today

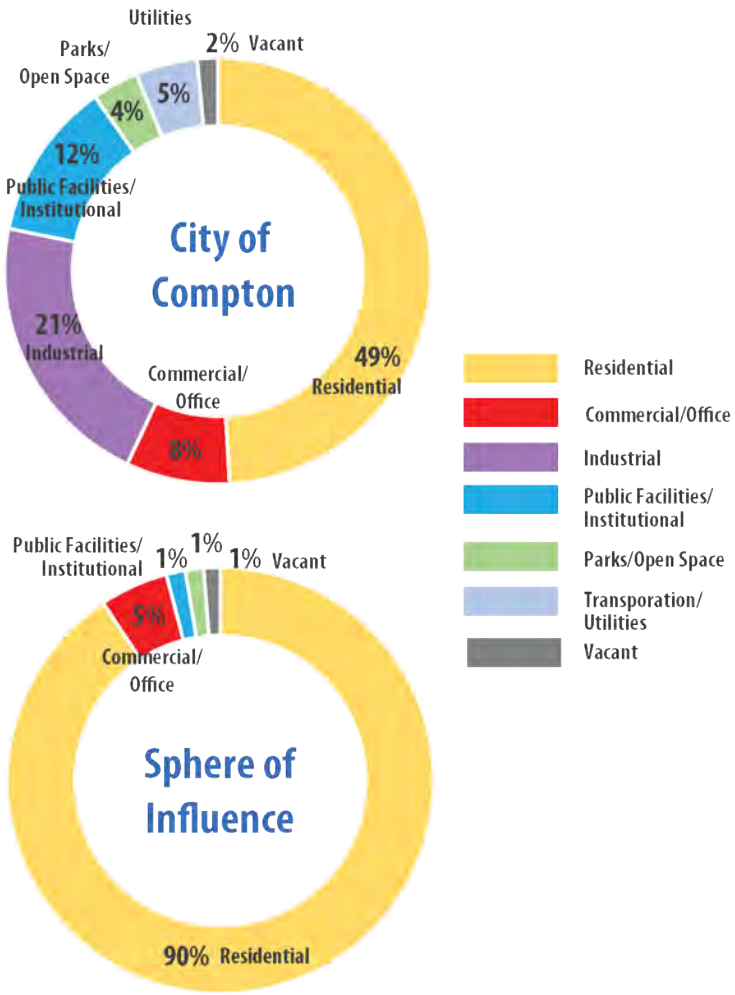
Compton's land use and physical development patterns reflect the city's history and evolution. Compton incorporated in 1888, and the earliest development areas were centered around what is today Downtown Compton and the surrounding neighborhoods. Decisions made long ago have influenced the location of residential neighborhoods, commercial centers, and industrial districts. They have also played a role in establishing the street pattern, which predominantly follows a grid system. On July 14, 1990, the Metro A Line (formerly Blue Line) Compton Station opened, creating new opportunities within the built environment within walking distance of the station.

Land Use

Existing land use and development plans and regulations provide a starting point for understanding past planning efforts that have shaped and continue to shape Compton.

Existing land use reflects the current condition of the built environment in a city, which may not always align with the zoning code and map. Compton comprises roughly 19,698 parcels, covering almost 5,090 acres, excluding street rights-of-way. The sphere of influence adds 423 acres. Together, the corporate city boundary and all sphere areas are considered the "Planning Area." Most development within the Planning Area is residential (2,461 acres). Figure LU-1 depicts land use acreage in Compton as of 2024. Single-unit residential uses overwhelmingly dominate Compton's land use, with most development consisting of subdivisions of detached homes built out at 7.1 to 10 dwelling units per acre. Single-unit residential land uses are distributed citywide, while industrial uses are concentrated along the north, south, and central corridors. Educational land use exists in pockets, and commercial land uses are primarily located along the principal roadways of Long Beach Boulevard, Rosecrans Avenue, and Compton Boulevard.

Figure LU-1: Land Use Acres Percentage (2024)



Urban Form

Urban form refers to the physical layout, structure, and spatial characteristics of a city or urban area. The term encompasses the arrangement, design, and organization of buildings, streets, public spaces, infrastructure, and land uses within an urban environment. Urban form reflects the historical, cultural, social, economic, and environmental factors that have shaped a city over time. Generally, the age of buildings in Compton tends to be older, with only a few areas featuring construction from 1991 to the present. A significant number (64.5%) of buildings in Compton were constructed between 1931 and 1950, while over 51% of units were built between 1940 and 1959. Buildings older than 60 years may begin to deteriorate if not properly maintained. Much of the city features smaller building footprints, reflecting residential subdivisions and smaller business areas. In Compton, the average single-unit dwelling lot size is 7,000 square feet, whereas multi-unit dwelling lot size averages 11,000 square feet. Commercial or industrial zoning have specific lot size requirements and are typically larger to accommodate large buildings and parking for vehicles and trucks. Commercial lots in Compton average 11,000 square feet in size, whereas industrial buildings average 70,000 square feet. Lot size is an important consideration when buying or selling property, as it can affect the property's value, potential use, and zoning regulations. Lot size can also contribute to the overall character and aesthetics of a neighborhood or community.

To take better advantage of light rail service and bus service along the corridors, opportunities exist to create mixed-use environments. Also, the separation of industrial districts serves the city well in terms of creating distinct areas for employment-generating uses, including those that may generate noise and other impacts incompatible with residential neighborhoods.



Wilson Park and surroundings along Alameda Corridor

Key Considerations

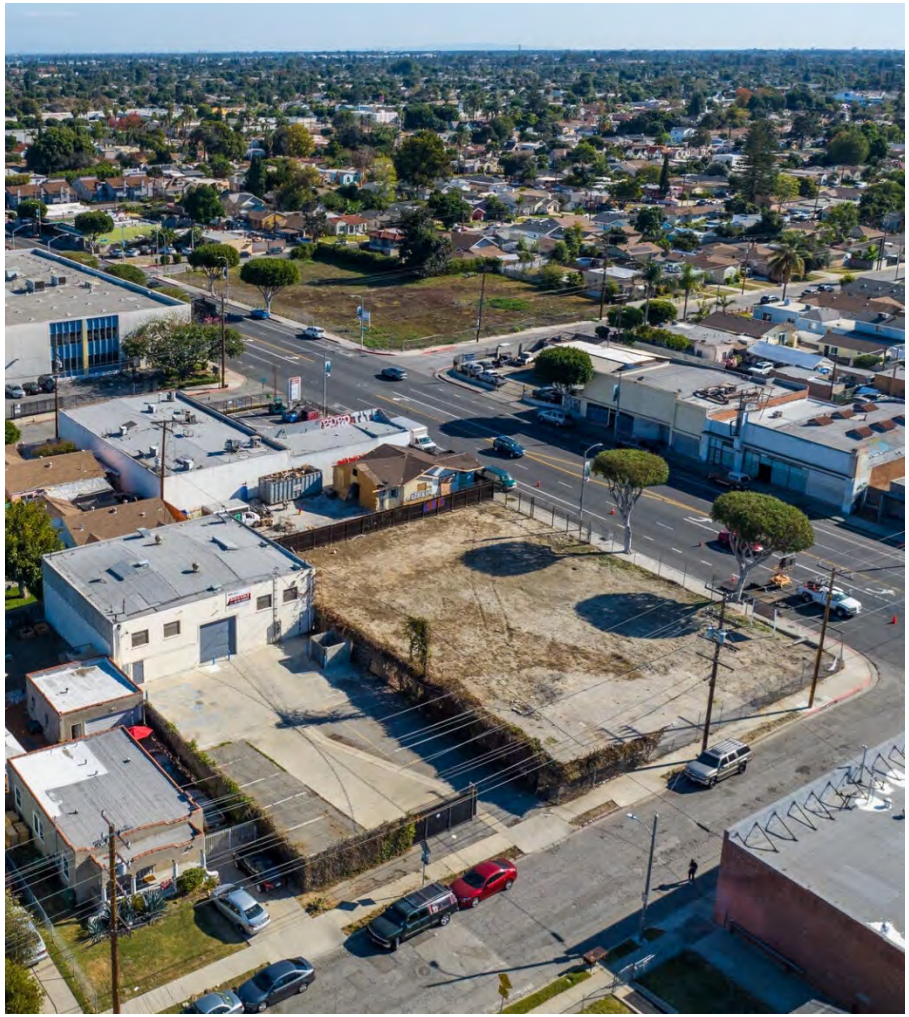
For decades, Compton has wrestled with a negative image that does not reflect the community's deep and diverse cultural roots, its longstanding commitment to advocacy and social justice, and its historic legacy of being a suburban haven for young families. The Compton of today is much different that the Compton of the 1980s and 1990s. While the challenges the City faces today have changed, those challenges are still significant, complex, and interconnected. The key land use challenge and goal for Compton is community improvement and transformation. Working toward this goal requires a multi-faceted approach that addresses the factors needed for a healthy, livable city.

Community Safety

The physical appearance of a community and residents' perceptions of physical space affect feelings of safety. In Compton, issues such as community deterioration, lack of public gathering spaces, and diminished economic opportunities have created areas where residents feel unsafe. Community safety also affects community health, as people may not be as willing to be outside walking, biking, or exercising if the feel unsafe.

Physical and Economic Blight that Detracts from Community Character

Conditions of physical and economic blight are evident along major commercial corridors. Businesses do not necessarily provide goods and services that residents desire. The corridors lack a cohesive visual identity and do not integrate with adjoining neighborhoods. Issues include aging vacant or abandoned buildings, lack of private investment, high business turnover, distressed properties, lack of uniformity, deficiencies in pedestrian amenities, and incompatible uses.



Vacant properties along Compton Boulevard

Aging and Deficient Infrastructure

Compton's aging infrastructure, built over the city's lifetime to accommodate a growing population, needs repair or replacement. If infrastructure conditions are left unaddressed, consequences include increased safety concerns, reduced service levels, accelerated depreciation of assets, increased community dissatisfaction, and property damage claims.

Lack of Diverse Employment Uses

While Compton has substantial land area devoted to industrial uses, a lack of a diversity of other job-producing uses, namely office and research and development uses, limits local employment opportunities. Expanding job-producing uses can diversify the economy and advance the economic position of city residents.

Economic Development

The demand for housing for all income levels is a local and regional issue; any housing built is quickly absorbed. However, housing must be balanced with the need for revenue and employment-generating uses that pay for services and infrastructure. When economic development is prioritized, residents may have better access to jobs and services.

Need for Commercial and Local Services

Residents have expressed a need for better access to local and diverse commercial goods, restaurants, family entertainment, and services—and grocery stores in particular—near established residential neighborhoods. Opportunities exist to increase the number, location, and variety of retail stores and establishments citywide, especially along commercial corridors.

Housing Demand

Since the early 2000s, housing production in California has lagged and the State legislature has placed pressure on communities to create friendlier conditions for new construction: through land use policies, zoning regulations, and streamlined processes for development applications. One key driver for the land use plan is the housing production goal, known as the Regional Housing Needs Assessment (RHNA), established every eight years by the Southern California Association of Governments (SCAG). For the 2021-2029 planning cycle, Compton has been required to demonstrate land use capacity to accommodate 1,004 new housing units. Subsequent planning cycles may have equally aggressive targets.

Extension of Passenger Rail

The City is accessible via the Metro A Line (formerly the Blue Line) light rail system, which connects downtown Los Angeles to Long Beach. The Compton and Artesia stations in Compton provide a convenient rail transit option for commuters and other travelers. A significant opportunity for transit-friendly uses and development intensities is presented around these two rail stations.

Negative Impacts from Industrial Uses

Industrial uses are an important part of the City's economic and employment strategy. At the same time, the type and location of industrial uses must be considered. Issues include proximity of heavier industrial uses to residential neighborhoods and a high level of truck traffic on streets and the resulting pollution burden this creates. The Alameda Corridor, the 20-mile freight rail expressway that connects the ports of Los Angeles and Long Beach with the transcontinental mainlines near downtown Los Angeles, also contributes to elevated pollution burdens.

Lack of Parks Space

Residents have commented on Compton's lack of adequate parks and spaces for recreation. Compton has less than 1 acres of parkland per 1,000 residents (2023). Typically, cities use a benchmark of anywhere between 3.0 to 10.0 acres of parkland per 1,000 residents as sufficient to meet needs. The limited availability of parkland can result in overcrowding in existing parks, limited opportunities for outdoor activities, and potential negative impacts on community members' physical and mental health.

Community Design

Basic urban design principals focus on creating "a sense of place"—an identity—and ensuring public spaces and streets make people feel comfortable. For private properties, good urban design means requiring that development projects reflect the high design quality that Compton strives for and that the community desires. Urban designers must also consider the needs and perspectives of all residents and prioritize equitable development to ensure that all residents can benefit from well-designed buildings and public spaces.

Compton Station Specific Plan

In 2022, the City adopted a transit-oriented development specific plan to transform the Compton Transit Station area into a vibrant mixed-use village with access to enhanced public spaces. Future development here will have the highest densities in the city. Land use policies applicable to adjacent areas should continue the transit-oriented land use approach.

Environmental Justice

Professional planners and public health experts have fueled a growing awareness of how the design of the physical environment affects public health. Within some Compton neighborhoods, residents have little or no access to healthy and affordable food options due to a limited number of grocery stores, quality restaurants, community gardens, and farmers' markets. Some areas are overly concentrated with fast-food restaurants and convenience and liquor stores.

Compton's expanses of structures, asphalt, and concrete, combined with a lack of tree canopies and shading facilities, contribute to increases in ground temperatures and create an adverse urban "heat island" heat effect.

Preserving the City's Heritage

Compton's urban culture is distinguished by its diversity, liveliness, and resilience, along with a steadfast commitment to advancing social justice and constructing a more robust and fair community for all residents. One neighborhood that exemplifies this culture and heritage is Richland Farms, recognized for its rural atmosphere, equestrian lifestyle, and horse-keeping traditions. The area showcases a distinct cultural heritage within the urban landscape and should be preserved. The many murals in the city are also a testament to the artistic talent and creativity of the Compton community. The many places of religious worship attest to the importance of residents' faith and community cohesion.

Displacement Risk

While new investment can bring positive changes, it can also result in long-term residents being displaced due to rising housing costs and thus not benefiting from new investments in housing, healthy food access, or transit infrastructure. The Urban Displacement Project[1] defines gentrification as "a process of neighborhood change that includes economic change in a historically disinvested neighborhood —by means of real estate investment and new higher-income residents moving in – as well as demographic change – not only in terms of income level, but also in terms of changes in the education level or racial make-up of residents." Even for long-time residents who can afford to stay in newly gentrified areas, changes in the make-up and character of a neighborhood can lead to a reduced sense of belonging or feeling out of place in one's own home. As the City pursues needed investment and development, it should also consider the effects on these communities (see Figure LU-3) to mitigate large-scale displacement.

Notable portions of Compton have low-income renting communities who are more susceptible to displacement. As the City pursues needed investment and development, it should also consider the effects on these communities to mitigate large-scale displacement.

[1] The Urban Displacement Project is a collaboration between the University of California, Berkeley and the University of Toronto (Canada) focused on understanding and describing "the nature of gentrification, displacement, and exclusion, and also to generate knowledge on how policy interventions and investment can support more equitable development."

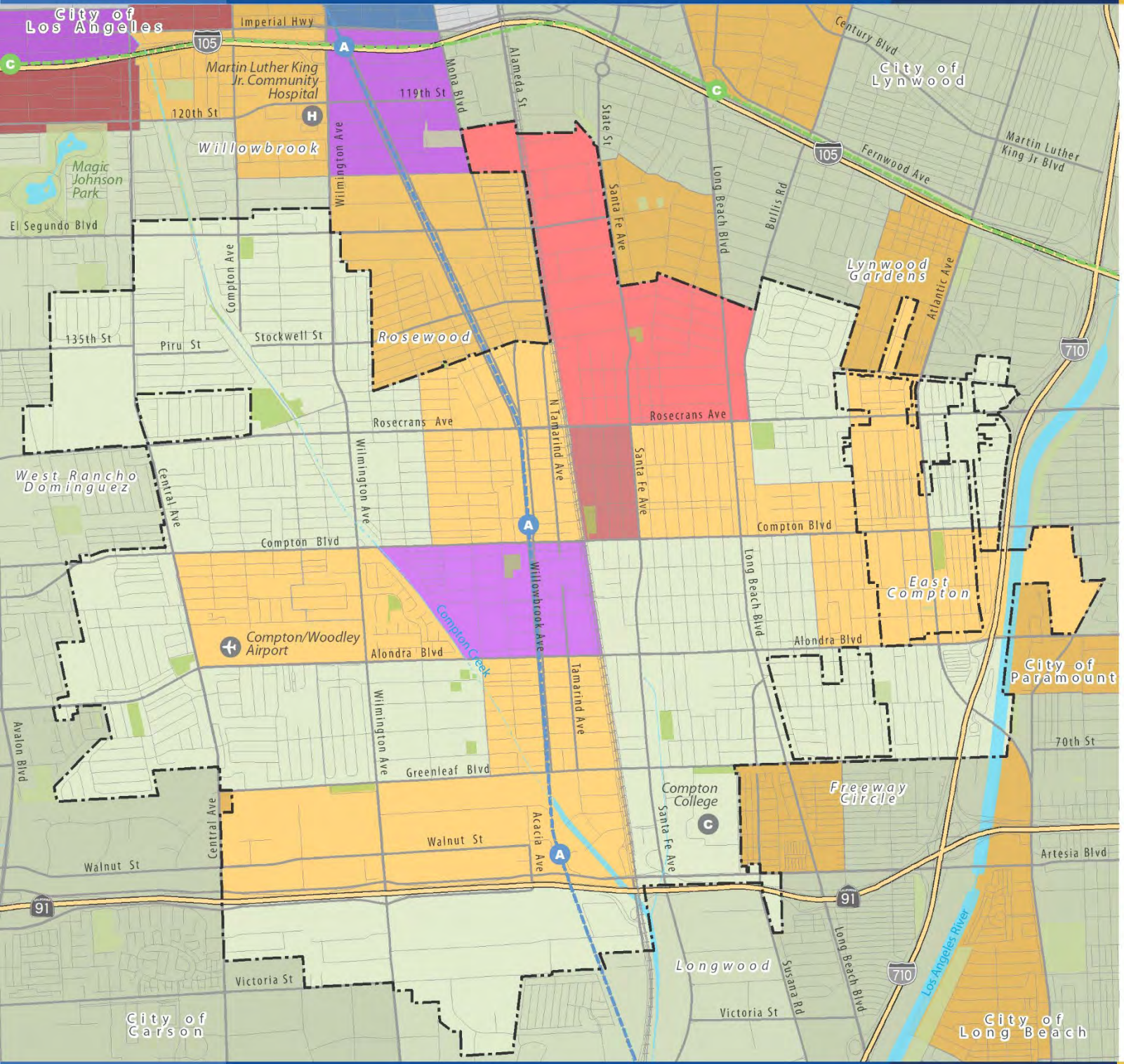


Figure LU-3
Displacement Risk

Displacement Categories

- Elevated Displacement for Very Low-Income and Low-Income Households
- Elevated Displacement for Low-Income and High Displacement for Very Low-Income Households
- Elevated Displacement for Very Low Income Households
- Elevated Displacement for Low-Income Households
- High Displacement for Very Low-Income and Low-Income Households
- At Risk of Displacement
- Lower Displacement Risk
- Low Data

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Urban Displacement Project. Chapple, K., & Thomas, T., and Zuk, M.; 2022.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Land Use Plan

Compton is committed to planning for land uses that create a balanced community, one that:

- Transforms aging commercial corridors into mixed-use districts
- Provides housing opportunities for people of all income levels and lifestyles
- Maintains a diverse and welcoming business environment
- Ensures the City's financial health with sufficient reserves
- Improves community health
- Leads to equitable outcomes
- Protects and enhances community assets
- Creates opportunities for community benefits from future development
- Provides opportunities for orderly growth and supports redevelopment opportunities
- Exemplifies community pride

The Land Use Plan consists of land use categories and the land use map that displays the pattern, distribution, and intensity of those land use categories, or types.

Community Benefits Program

Growth in Compton must be sustainable and equitable and produce vital public community benefits responsive to community needs; this is a central General Plan objective. This General Plan links growth and public benefits through the Community Benefits Program (CBP). The CBP offers developers an avenue to achieve their full development objectives if they contribute to a community benefit program. This program applies only to new developments within the Community Mixed Use and Transit Priority Mixed Use land uses (see discussion below). Guidelines for utilizing the CBP will be outlined in the zoning code and will offer a predictable and transparent process. Community benefits secured via the CBP must complement, rather than replace, those mandated by the City's development standards and any existing impact fee or in-lieu fee requirements. Developer incentives will be commensurate with the benefits provided to the community, as assessed by the City. While the City has identified specific community benefits as key priorities to align with the General Plan vision, developers are encouraged to propose alternative potential benefits (see Figure LU-4).

Figure LU-4: Community Benefits

Mixed Use: Residential (Base Density) + **Community Benefit** + **Residential (Higher Density) and Community Benefit Space on Ground Floor**



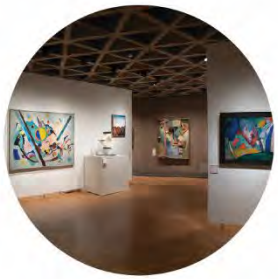
Local Business Priority/ Lower Rent



Grocery Store / Fresh Food



Affordable Housing



Art Gallery / Artist Studios



Space for Community Groups & Non-profits



Commercial Space for Workforce Development



Essential Commercial & Restaurants



Public Park / Open Space & Public Gathering Spaces



Childcare / Youth Activity Space



Climate Adaptation & Trees/ Shading



Educational & Institutional Space



Public Infrastructure Improvements

Policy Approaches

Compton uses the concept of "land uses" to designate the appropriate and desired development patterns for each type. The land uses provide the design intent and key planning, and design parameters related to how each place will be developed, as well as guidance on elements such as density and building height. Collectively, the defined elements of each land use help ensure that future development creates the desired character and function.

The overarching strategy is to facilitate redevelopment and provide for new uses that strengthen and diversify the business sector and provide additional housing opportunities. These key policy approaches frame the creation of the place type classifications:



Opportunities for future growth and intensification are targeted along the City's **major mixed-use corridors:** Rosecrans and Central Avenues and Compton, Alondra, and Long Beach Boulevards. Residential will continue to be the predominant land use. Industrial areas will be preserved to maximize employment and economic development opportunities. Established single- and multifamily neighborhoods will be preserved.



Land use **transitions** will minimize conflicts between new and established development. Buildings must transition in scale to the adjacent neighborhoods, and businesses should have operating characteristics compatible with adjacent uses. All new development will respect the height, massing, and open space characteristics of the neighborhood. New buildings will be designed to reflect the established community to allow for better integration.



A **community benefits** program allows developers and property owners to incorporate community benefits into proposed development projects in exchange for increased development potential. This program is intended to facilitate the production of new multifamily and mixed-use residential development with amenities that benefit the public and are offered in two mixed-use place types.



Complete Neighborhoods are areas where residents have convenient access to the goods and services, they need on a daily basis. This includes a range of housing options, grocery stores and other neighborhood-serving commercial services, quality public schools, public open spaces and recreational facilities, and access to reliable transit. In a complete neighborhood, the network of streets and sidewalks is interconnected, which makes walking and bicycling to these places relatively easy for people of all ages and abilities.



Community improvement and investment can bring positive changes but can also result in long-term residents being displaced and therefore not receiving benefit from new investments in housing, healthy food access, or transit infrastructure. Policy approaches that address **displacement** include economic development strategies that leverage emerging opportunities and balance the need for revenue-generating uses with the need for new, accessible housing and the preservation of

neighborhoods with cultural and historic roots. Ensuring that any new development projects provide community benefits that enhance the community's quality of life is critical.



Healthy communities are places where all individuals have access to healthy built, social, economic, and natural environments that give them the opportunity to live their fullest potential regardless of their race, ethnicity, gender, income, age, abilities, or other socially defined circumstance.



Sustainable communities include a quality of life that is balanced between the economic, social and environmental needs of the communities. Sustainable development combines strategies to reduce pollution and preserve natural resources with improvements in transportation and housing, public safety and health, and social amenities.

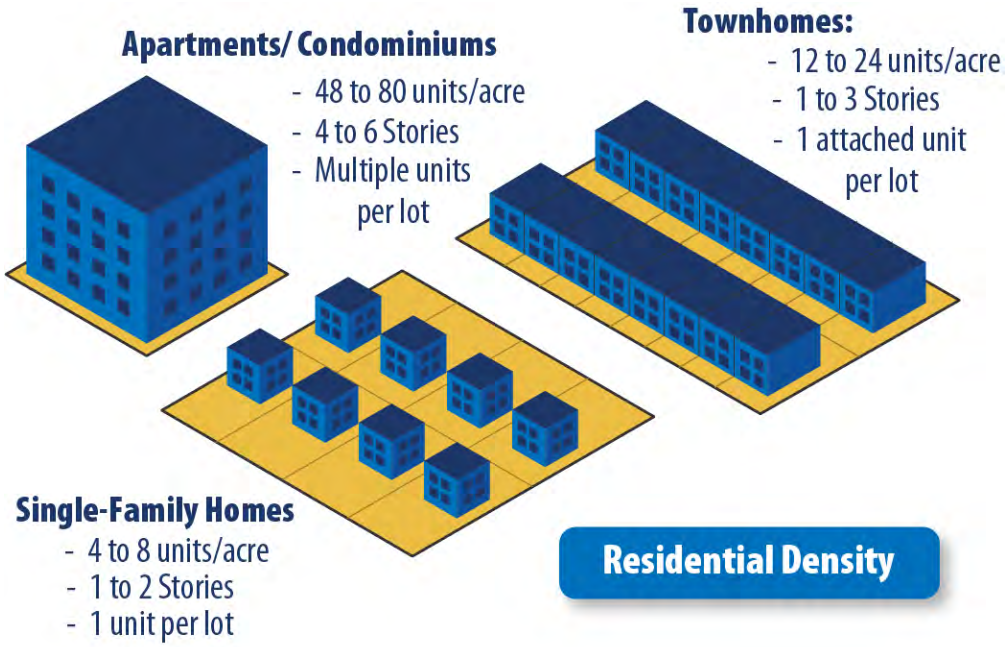
Place Type Map

The Land Use Map (Figure LU-5) identifies the planned patterns of land use in Compton, with details for each place type described below. For each place type, a maximum level of development density or intensity is established.

- **Density.** For each residential and mixed-use designation, the range of allowable development is defined as its density, calculated as the number of dwelling units allowed per net acre (du/ac). The maximum density represents a potential maximum density, or number of housing units per acre, that could be achieved if all other requirements are met, including development standards such as minimum setback and maximum building height set forth in the zoning code.

Figure LU-5: Residential Density

Residential housing density refers to the number of dwelling units per acre and represents a way to describe a type of housing, from detached single-unit dwellings to duplexes, townhomes, and multi-unit developments.



- **Intensity.** Land use intensity for nonresidential uses is measured in terms of floor area ratio, or FAR. FAR is the ratio between the total gross floor area of all buildings on a lot and the total lot area. Higher FARs generally indicate larger buildings and/or more stories, although the size and height of buildings can vary a great deal within the same FAR (see Figure LU-6).
- **Density and Intensity in Compton.** To establish a dynamic mix of residential and commercial uses in mixed-use areas, more residential building intensity is regulated by FAR where nonresidential uses are planned. All projects are subject to additional regulations in the zoning code, applicable specific plans, and other special zoning tools.

Figure LU-6: Non-Residential Floor Area Ratio (FAR)

Floor Area Ratio (FAR) defines the ratio of a building's total floor area to the size of the parcel of land upon which it is built, controlling development intensity. For non-residential developments like commercial or industrial buildings, FAR dictates the permissible building volume relative to land area, influencing design, height, and massing.

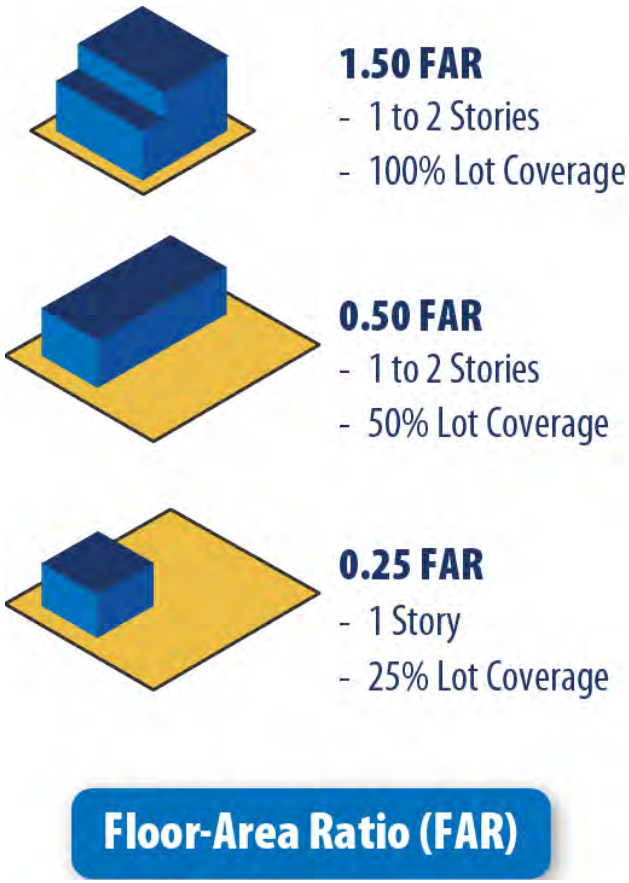
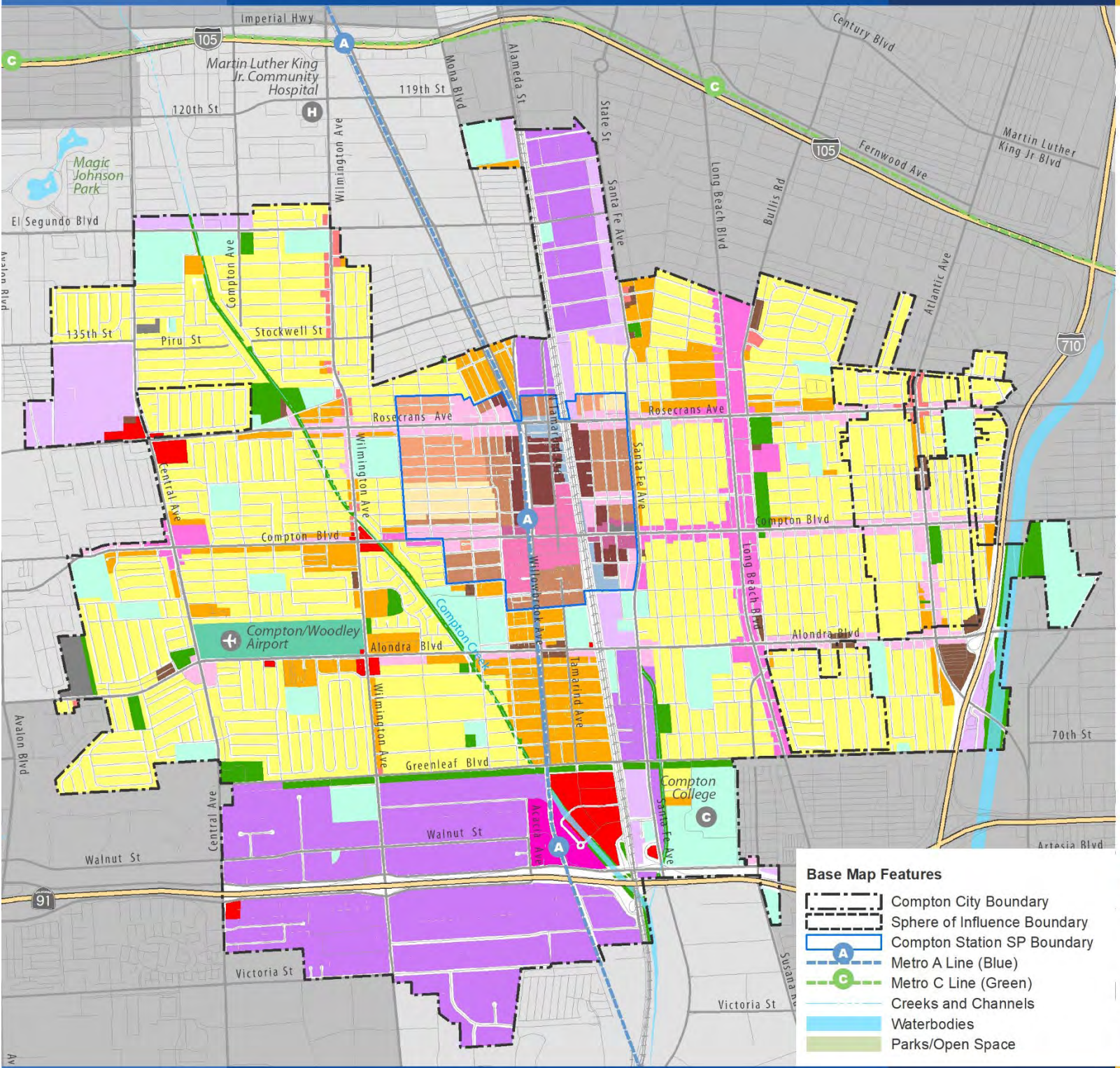


Figure LU-7

Land Use Policy Map



Place Types

Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential

Commercial
- Neighborhhod Commercial
- Community Commercial

Mixed-Use
- Neighborhood Mixed-Use
- Community Mixed-Use
- Transit Priority Mixed-Use

Industrial
- Light Industrial
- Industrial

Public/Quasi-Public
- Public/Quasi-Public
- Airport
- Open Space

Compton Station Specific Plan
- RL - Low Density Residential
- RM - Med. Density Residential
- RH - High Density Residential
- RU - Residential Urban
- NC - Neighborhood Corridor
- DC - Downtown Core
- DT - Downtown Transition
- UF - Urban Flexible
- SP - Specific Plan

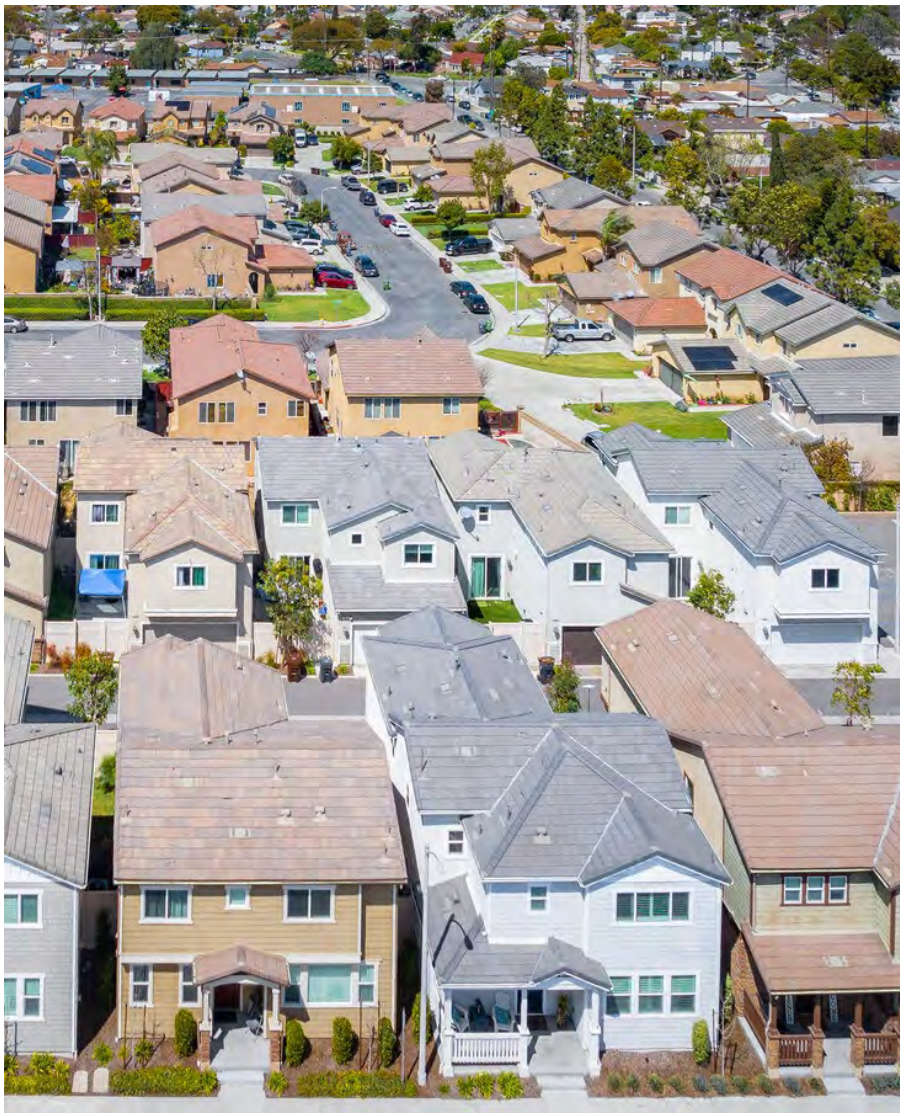
Data Source: City of Compton, 2024.
Map Date: January 2025

0 ¼ ½ ¾ 1 Mile

Residential Place Type Designations

Three residential designations apply to properties that support residential uses, together with institutional and recreational uses that help create complete neighborhoods: schools, public parks, and religious institutions. Limited neighborhood-serving businesses in small buildings may be allowed on select corner parcels to provide goods and services for daily needs and community gathering spots. Civic uses, such as fire stations, schools, and churches are allowed, provided such uses are oriented toward serving the needs of the neighborhoods.

- Low Density Residential
- Medium Density Residential
- High Density Residential



Residential neighborhood near Rosecrans Avenue and Thorson Avenue



Low Density Residential

Context

Single-unit detached residential use is the most predominate land use within Compton. Subdivisions of detached housing dominate the land use pattern. Most areas have a residential housing density ranging from seven to 10 units per acre. Reflective of the long-ago "ranchette" development approach, a few areas have relatively low densities, from 0.3 to 5.0 units per acre, such as in Richmond Farms bounded by Greenleaf, Alondra, Wilmington and Compton Creek. In this neighborhood, homes are set farther back from the street and have deep backyards, where animal keeping was common through the World War II era.

Development Pattern

This Land Use maintains established development patterns, densities, and scale. The LDR Place Type promotes maintaining single-family homes. Development will consist primarily of single-family detached homes with a mix of single-family attached housing, such as duplexes, triplexes, quadplexes, and townhomes, consistent with allowed maximum densities. In key locations, properties may have equestrian and animal uses and related activities.

Parking is provided in garages accessed by street (front loaded) or alley (rear loaded).

Density/Intensity

1.0 to 12 units per acre

4 to 50 persons per acre[2]

Building Height Transitions

1 to 2 stories

Transitions

The Low Density Residential Place Type promotes maintaining single-family homes while allowing neighborhood edges, transitions and key intersections to have appropriately scaled multi-family structures, public facilities, and small-scale neighborhood-serving commercial uses. New buildings will be designed to reflect the characteristics of single-family homes to allow for better integration. All new development will respect the height, massing, and open space characteristics of the neighborhood.

Complete Neighborhoods

- Access to parks, schools, neighborhood commercial centers, transit lines, and bicycle facilities
- Sidewalks
- Neighborhood commercial uses with pedestrian orientation

Community Health and Sustainability

- Green building approaches integrated into retrofits of established homes
- Increase street tree coverage
- Drought-tolerant landscaping and efficient irrigation
- Solar power accommodation
- Green buffers between residential areas and industrial businesses or freeways





[2] Based on 4.17 persons per household, per the 2020 U.S. Census.



Medium Density Residential

Context

In Compton, medium density residential uses provide a transition between lower-density areas and more intense land uses. West of Compton Creek and between Alondra and Compton Boulevards, neighborhoods typically have densities ranging from 10 to 20 per acre. In this area, a housing development consists of single-unit homes with small lot sizes, allowing for a higher number of homes per acre.

Development Pattern

This Place Type maintains and enhances the character of suburban neighborhoods of single-family attached and multifamily housing.

Attached housing, such as duplexes, triplexes, quadplexes, small multiple unit buildings, and townhomes are allowed, consistent with allowed maximum densities. New development complements established development patterns, densities, and scale.

Parking is provided in garages or surface parking lots.

Density/Intensity

12.1 to 25 units per acre

50 to 104 persons per acre

Building Height Transitions

1 to 3 stories

Transitions

The Medium Density Residential Land Use promotes maintaining a single-family home character and acts as a transition between lower-density areas and more intense residential or commercial uses. Key intersections will have appropriately scaled multi-family structures, public facilities, and small-scale neighborhood-serving commercial uses. New buildings will be designed to reflect the characteristics of surrounding homes to allow for better integration. All new development will respect the height, massing, and open space characteristics of the neighborhood.

Complete Neighborhoods

- Access to parks, schools, neighborhood commercial centers, transit lines, bicycle facilities, and employment opportunities
- Sidewalks
- Integrated private recreational facilities and communal gathering spaces
- Building facades and entrances oriented toward streets
- Designed for pedestrian emphasis
- Crime prevention through environmental design approaches

Community Health and Sustainability

- Orient buildings to maximize roof exposure toward the sun for solar panels
- Consider passive solar design approaches
- Require climate-appropriate landscaping
- Increase street tree coverage
- Encourage green building approaches
- Accommodate electric vehicle charging
- Require secure bicycle parking



Pedestrian friendly street fronts



High Density Residential

Context

Compton has only a few high-density residential areas. In most instances, these areas are located at the edges of lower-density residential neighborhoods and along major corridors such as Rosecrans Avenue Willowbrook Avenue and Compton and Alondra Boulevards.

Development Pattern

The High Density Residential Place Type promotes well-designed infill housing where multi-family residential already exists or where residents would be well served by proximity to commercial and transit services. Designs should contribute to walkable streets by incorporating pedestrian-oriented building frontages, balancing building massing with usable on-site open space, allowing edge transitions, accommodating mixed-use building approaches where commercial services are lacking, and providing innovative multi-family housing options that address the varying needs of residents.

Land uses are characterized by two- to four-story multi-unit residential buildings with higher building heights where context appropriate. Uses should include on-site private and common open space areas.

Parking is provided through shared or private facilities such as garages, surface parking lot, or parking structures.

Density/Intensity

25.1 to 40 units per acre

50 to 167 persons per acre

Building Height

2 to 4+ stories

Transitions

The design of multi-family buildings must relate to surrounding context, whether it is historic or associated with a recognizable design era. All development must exhibit a high standard of design and materials, maintain privacy standards, and require public frontages that contribute to the larger street and block character.

Complete Neighborhoods

- Access to parks, schools, neighborhood commercial centers, transit lines, bicycle facilities, and employment opportunities
- Sidewalks
- Integrated private recreational facilities and communal gathering spaces
- Building facades oriented toward streets
- Designed for pedestrian emphasis
- Crime prevention through environmental design approaches
- Encourage facilities to handle package deliveries

Community Health and Sustainability

- Orient buildings to maximize roof exposure toward the sun for solar panels
- Consider passive solar design approaches
- Require climate-appropriate landscaping
- Increase street tree coverage
- Encourage green building approaches
- Accommodate electric vehicle charging
- Require secure bicycle parking



Common open space recreation facilities



Communal garden plots

Commercial Place Type Designations

Two commercial categories are established to support a broad range of commercial services that meet residents' needs, attract regional spenders, and generate local tax revenues.

- Neighborhood Commercial
- Community Commercial



Commercial businesses that offer entertainment opportunities



Neighborhood Commercial

Context

In Compton, commercial land uses are located primarily along the principal roadways of Long Beach Boulevard, Rosecrans Avenue, Alondra, Santa Fe, and Compton Boulevard. Most commercial areas abut lower-density residential uses. Future commercial intensification is expected through mixed-use development in the core of the City, within the Compton Station Specific Plan, and along major corridors. As such, this Place Types is intended for smaller, neighborhood-serving commercial uses where smaller lot development patterns predominate.

Development Pattern

The Neighborhood Commercial Land Use is defined by low- and moderately-scaled neighborhood-serving development that provides for a broad range of daily needs—commercial goods and services, civic amenities, and community gathering spaces—at prime locations within easy reach of neighborhood residents. Commercial development should accommodate and encourage pedestrian access and connectivity and must be compatible with surrounding development in terms of scale, building design, materials, color, and quality architecture.

Allowed uses focus on low-impact businesses, with an emphasis on local-serving uses. Small-scale office use is allowed. Prohibited uses include any with late-night operations and any that result in overconcentration of businesses engaged in alcohol sales.

Street parking is encouraged to buffer the sidewalk zone from passing cars and buses. District or shared-use public or private parking areas may be an appropriate strategy where parking is difficult to accommodate on small individual parcels.

Density/Intensity

1.0 FAR maximum

Building Height

Up to 2 stories

Transitions

Given the small block sizes and mix of different uses, transitions between uses and developments are critically important in commercial Place Types. Flexibility is key, but businesses should have operating characteristics compatible with adjacent uses, particularly in terms of lighting, signage, traffic, odor, noise, and hours of operation. Adequate setbacks must be provided to separate auto-oriented repair/maintenance developments from adjacent residential neighborhoods. Buildings must transition in scale to the adjacent neighborhoods.

Community Health and Sustainability

- Encourage electrical systems for rooftop solar panels
- Require climate-appropriate landscaping
- Encourage green building approaches
- Require easy pedestrian access from sidewalks and building entrances
- Provide bicycle facilities
- Incorporate well-lighted public gathering spaces
- Crime prevention through design



Neighborhood commercial businesses



Community Commercial

Context

In Compton, higher-intensity commercial land uses are primarily located along the principal roadways of Long Beach Boulevard, Rosecrans Avenue, and Compton Boulevard. Most commercial areas abut lower-density residential uses. Future commercial intensification is expected through mixed-use development in the core of the City, within the Compton Station Specific Plan, and along major corridors. As such, this Land Use is intended for stand-alone commercial centers.

Development Pattern

The Community Commercial Place Type provides for broader and more intense regional-serving commercial services that generate local tax revenues. Development will consist of integrated shopping centers and large retail uses.

Office uses are also allowed, particularly those that provide point-of-sale benefits to the City. Development allows for more intensive uses that maximize walkability and support transit.

Allowed commercial uses include a full range of retail, service, office, and entertainment uses. Specifically, regional and destination shopping centers and recreation-related commercial services are encouraged. Prohibited uses include any that result in overconcentration of businesses engaged in alcohol sales.

Transit stops should be well integrated with sidewalks, with pedestrian amenities provided for transit users where possible.

Onsite commercial parking must be designed so that it does not exacerbate parking issues in neighborhoods already impacted by a

shortage of available residential parking. Where a parking structure is used, it should have active ground-floor uses or be designed to be tucked within, behind, or under other building uses to preserve the sidewalk environment rather than detract from it. Shared parking opportunities should be explored so visitors can park to visit multiple merchants. Also, commercial parking, through agreements, can be used during non-business hours to reduce parking impacts within adjacent residential neighborhoods.

At key entryways, attractive gateway elements should be developed. Designs should reflect the City's culture, history, and community.

Density/Intensity

0.5 to 1.0 FAR

Building Height

Up to 3 stories

Transitions

Given the small block sizes and mix of different uses, transitions between uses and developments are critically important in commercial Land Uses.

Flexibility is key, but businesses should have operating characteristics compatible with adjacent uses, particularly in terms of lighting, signage, traffic, odor, noise, and hours of operation.

Adequate setbacks and screening must be provided to separate auto-oriented developments from adjacent residential neighborhoods. Buildings must transition in scale to adjacent neighborhoods.

Community Health and Sustainability

- Encourage electrical systems for rooftop solar panels
- Require climate-appropriate landscaping
- Encourage green building approaches
- Design for freeway visibility where possible
- Accommodate vehicle charging stations
- Provide well-lighted public gathering spaces
- Thematic street trees and landscaping
- Provide bicycle facilities
- Accommodate public transit stops and curbside drop-off areas for pedestrians
- Crime prevention through design



Regional commercial businesses

Mixed-Use Designations

This General Plan establishes three mixed-use categories to accommodate a diversity of complementary uses at varying scales of development along major corridors and near transit stations. The intent is to encourage investment in areas where market conditions and trends have resulted in vacant storefronts. Mixed-use development integrates residential and commercial uses as part of a cohesive development plan, with residential components located in the same building as commercial uses (vertical mixed use) or on an adjacent lot with a clear relationship to commercial uses (horizontal mixed use). On mixed-use properties, stand-alone residential and non-residential uses are allowed. Along transit corridors, this designation provides valuable new housing opportunities and encourages revitalization and intensification. Two of the mixed-use designations allow for increased densities through a community benefits incentive system.

- Neighborhood Mixed Use
- Community Mixed Use
- Transit Priority Mixed Use



Mixed-use development example with pedestrian-friendly street frontage



Neighborhood Mixed Use

Context

The City's major commercial corridors show signs of limited private investment and redevelopment, together with lack of maintenance and upkeep. Although these corridors have high visibility, with thousands of cars traveling along them daily, they lack the diversity of commercial and service uses desired by the community. The addition of mixed uses can work to revitalize struggling areas by providing much needed new housing development, which in turn increases the local presence of consumer for the goods and services offered.

Development Pattern

The intent of the Neighborhood Mixed Use Place Type is to encourage revitalization and intensification of the City's corridors and to expand housing opportunities.

The Land Use allows a mix of compatible residential and commercial uses within a single development, integrated either horizontally or vertically. Stand-alone residential uses are also allowed. The design of these developments is critical to establishing their function as places where people can live, work, shop, recreate, and enjoy life in a compact district. The design of mixed-use developments should encourage socialization and pedestrian activity.

Onsite commercial parking must be designed so that it does not exacerbate parking issues in adjacent neighborhoods already impacted by a shortage of available residential parking. Where a parking structure

is used, it should have active ground-floor uses or be designed to be tucked within, behind, or under other building uses to preserve the sidewalk environment rather than detract from it. Shared parking arrangements can benefit the intertwined residential and commercial uses.

Density/Intensity

25 to 40 units per acre

50 to 167 persons per acre

1.0 FAR maximum

Building Height

Up to 3 stories. Four stories if Mixed Use

Transitions

Flexibility is key, but businesses should have operating characteristics compatible with adjacent uses, particularly in terms of lighting, signage, traffic, odor, noise, and hours of operation.

Adequate setbacks along with visual and noise buffers must be provided to separate auto-oriented developments from adjacent residential neighborhoods. Buildings must transition in scale to the adjacent neighborhood, and single-family attached units or multifamily residential uses should act as a transition between the auto-oriented corridor and the adjacent single-family neighborhood.

Complete Neighborhoods

- Access to parks, schools, neighborhood commercial centers, transit lines, bicycle facilities, and employment opportunities
- Community gathering places
- Sidewalks with landscape buffers
- Integrated private recreational facilities and communal gathering spaces
- Street-fronting building façades scaled and oriented toward pedestrians
- Wayfinding signage
- Crime prevention through environmental design approaches
- Shared parking facilities
- Adaptive reuse of vacant or underused buildings

Community Health and Sustainability

- Orient buildings to maximum roof exposure toward the sun for solar panels
- Consider passive solar design approaches
- Require climate-appropriate landscaping
- Encourage green building approaches
- Consider parking reductions near transit
- Provide bicycle facilities
- Provide well-lighted public gathering spaces
- Integrate pedestrian access to transit stops
- Crime prevention through design



Community Mixed Use

Context

Similar to the Neighborhood Mixed Use context, areas for Community Mixed Use occur along cross-town travel corridors. Underinvestment in commercial uses has resulted from changes in consumers' shopping habits and the lingering effects from the 2020 COVID-19 pandemic. The addition of mixed uses is intended to revitalize struggling areas and expand opportunities for new housing at higher densities.

Development Pattern

The Community Mixed Use Place Type integrates residential and compatible commercial uses with an emphasis on entertainment, retail, restaurants, offices, and hotels to create a regional destination. This designation allows for vertical or horizontal integration of uses. Stand-alone residential uses are also allowed.

The design of these developments is crucial in establishing their function as places where people can live, work, shop, recreate, and enjoy life in a compact district.

The design of mixed-use developments should encourage socialization and pedestrian activity, integrating these typically opposing types of land uses into a complementary relationship. High-quality design will support long-term sustainability. Internal active or passive recreation areas and amenities are required for residential projects.

Onsite parking must be designed to avoid impacts on adjacent low-density residential neighborhoods in terms of both access and supply. Parking strategies may include: 1) establishing base parking requirements for mixed-use shared facilities; 2) establishing a parking district; and/or 3) consolidating parking in structures, underground, on street corners or wrapping into ground-floor retail.

At key entryways into Compton, attractive gateway elements should be developed. Designs should reflect the City's culture, history, and community. The addition of a community benefits program will ensure that the City's corridors are revitalized in a sustainable, equitable, healthy, and inclusive manner, and capture vital public community benefits that are responsive to neighborhood needs.

Density/Intensity

- 35 to 45 units per acre (up to 55 units per acre with Community Benefits)
- 146 to 229 persons per acre
- 1.5 FAR maximum

Building Height

Up to 5 stories

Transitions

Uses with greater building intensity should be located nearest major intersections, with smaller-scale housing and/or lower-scale buildings on corridor segments with smaller lot patterns and functionally closer to single-family residential neighborhoods.

Proposed developments should be designed to transition to adjacent existing or planned land uses. Adequate setbacks along with visual and noise buffers must be provided to separate auto-oriented developments from adjacent residential neighborhoods. Businesses should have operating characteristics compatible with adjacent uses, particularly in terms of lighting, signage, traffic, odor, noise, and hours of operation.

Complete Neighborhoods

- Access to parks, schools, neighborhood commercial centers, transit lines, bicycle facilities, and employment opportunities
- Community gathering places
- Wide sidewalks with landscape buffers along arterial roadways
- Integrated private recreational facilities and communal gathering spaces
- Street-fronting building façades scaled and oriented toward pedestrians
- Crime prevention through environmental design
- Shared parking facilities
- Adaptive reuse of vacant or underused buildings

Community Health and Sustainability

- Orient buildings to maximum roof exposure toward the sun for solar panels
- Consider passive solar design approaches
- Require climate-appropriate landscaping
- Encourage green building approaches
- Require vehicle charging stations
- Consider parking reductions near transit
- Require secure bicycle parking
- Provide well-lighted public gathering spaces
- Integrate pedestrian access to transit stops
- Provided thematic street trees and landscaping
- Provide secure roof top amenities



Transit Priority Mixed Use

Context

The Metro Line A Artesia Station is surrounded by industrial properties with large areas of surface parking, the Crystal Casino property, and the SR-91 freeway. The low-scale, underutilized pattern of development misses the opportunities presented by the transit station and freeway. Many properties could be reinvented as compact, walkable neighborhoods that encourage ridership and create vibrant day/night environments.

Development Pattern

The Transit Priority Mixed Use Place Type promotes moderate to high development intensities in a pedestrian, bicycle, and transit-supportive environment, configured in a compact pattern with a complementary mix of land uses.

While vertical or horizontal integration is allowed, the emphasis is on having the right mix of complementary uses. The design of transit-oriented developments, or TODs, must be crafted to support a seamless integration of many supportive uses: housing, entertainment, shopping, dining, gathering places, and workspaces. Denser housing development provides entry-level home ownership opportunities. The development of internal active or passive recreation areas and amenities are required for residential projects.

The addition of a community benefits program will ensure that new TODs are developed in a sustainable, equitable, healthy, and inclusive manner, and capture vital public community benefits that respond to neighborhood needs.

Contextually appropriate parking strategies must be developed to support the light rail transit function and should be lower than elsewhere in the City. Standards require parking structures to be well designed and

wrapped with active ground-floor uses. Underground garages are encouraged to minimize the visual impact of parking and to avoid large, blocky and expansive parking structures at the pedestrian level. Major gateway elements are required. Designs should reflect the City's culture, history, and community. The goals and policies and objectives for this land use designation would be accomplished through adoption of a specific plan.

Density/Intensity

- 60 to 80 units per acre (up to 95 units per acre with Community Benefits)
- 250 to 396 persons per acre
- 3.0 FAR maximum

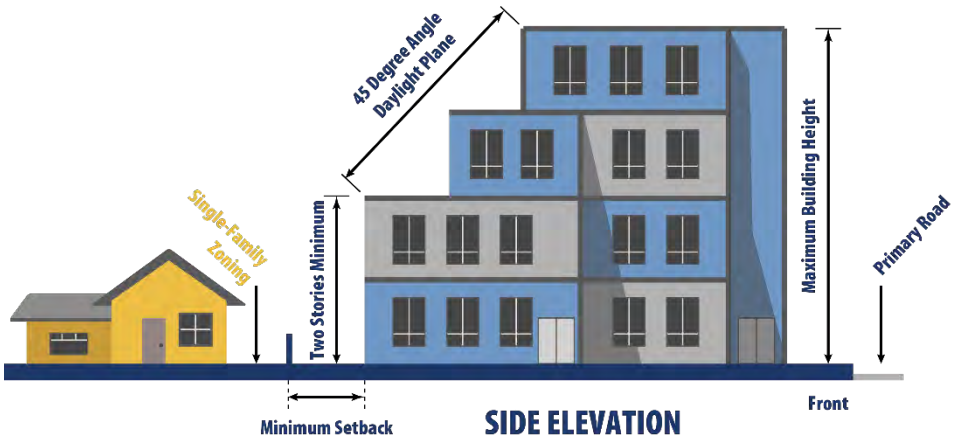
Building Height

Up to 8 stories

Transitions

Proposed developments should be designed to transition to adjacent existing or planned land uses with respect to building height and to create aesthetically pleasing architecture that addresses scale and massing. Adequate setbacks, along with visual and noise buffers, must be provided to separate more intense developments from adjacent residential neighborhoods (see Figure LU-8). Businesses should have operating characteristics compatible with adjacent uses, particularly in terms of lighting, signage, traffic, odor, noise, and hours of operation. Pedestrian connectivity to the transit station should be prioritized.

Figure LU-8: Transitions – Upper-Story Setback



Complete Neighborhoods

- Transit station adjacency or within one-quarter mile
- Wayfinding signage
- Public gathering spaces/plazas
- Wide sidewalks
- Shops and services within walking distance to homes
- Access to gathering places, transit, bicycle facilities, and employment opportunities
- Pedestrian-oriented and pedestrian-scaled building frontages along streets
- Active street fronts
- Easy pedestrian and bike crossings
- Crime prevention through environmental design

Community Health and Sustainability

- Orient buildings to maximum roof exposure toward the sun for solar panels
- Consider passive solar design approaches
- Require climate-appropriate landscaping
- Provide landscaping as an accent, without extensive landscaping coverage requirements
- Encourage green building approaches
- Require vehicle charging stations
- Reduce parking requirements
- Require secure bicycle parking
- Provide well-lighted public gathering spaces
- Integrate pedestrian access to transit stops
- Accommodate public transit stops and curbside drop-off areas for pedestrians
- Provide thematic street trees and landscaping
- Provide thematic pedestrian streetscapes

Industrial Designations

Accommodating businesses that provide skilled labor jobs, generate local tax revenues, and fuel the Southern California economy, benefits the City and the region. Two industrial categories are established to support all types and intensities of industries, with a layered approach that restricts and buffers industry types adjacent to and near residential neighborhoods, schools, and parks. Recognizing that trucking-intensive uses can also create noise, emit harmful pollutants, and tear up streets, the City looks to limit any businesses and operations that have particularly deleterious effects.

- Light Industrial
- Industrial



An example light industrial use



Light Industrial

Context

Most industrial areas will remain as they were developed years ago. In other areas, industrial sites are underutilized and have less than desirable employment yields, limiting opportunities for employment of residents and revenue generation. The latter represent opportunity areas for innovation and investment. Additionally, some older industrial areas are directly adjacent to or across from residential neighborhoods, with transitions between these two land uses that are less than ideal. The Light Industrial Land Use is intended to guide reinvestment and reuse of industrial areas in a cleaner and more sustainable manner, retain and enhance employment opportunities, and encourage clean supporting uses that buffer industrial uses and long-existing homes.

Development Pattern

The Light Industrial Land Use allows for light industrial processes and manufacturing activities in multi-tenant, small-scale industrial developments. New industrial uses that manufacture, store, or generate high volumes of hazardous material will be prohibited. Supporting and complementary commercial retail and services are permitted. Businesses should have limited impact on nearby residential areas in terms of lighting, signage, traffic, odor, noise, and hours of operation. Development should be designed to be compatible with surrounding development in terms of scale, site layout, and building design, with loading and truck parking areas to be screened to prevent noise and other impacts on adjacent sensitive uses—residences, schools, and parks.

Standard parking requirements shall be applied and must be designed so that uses do not exacerbate existing parking issues in adjacent neighborhoods. Shared parking may be considered where converted industrial sites/buildings lack sufficient lot size.

Supporting or complementary commercial retail and service uses are allowed.

Density/Intensity

1.0 FAR maximum

Building Height

Up to 40 feet

Transitions

Buffers should be created between residential and active industrial uses. New industrial developments must be set back from sensitive neighbors (e.g., schools, parks, residences) using surface parking, landscaped open space buffers and lower buildings. More intense industrial uses must be sited away from abutting residential uses. Incompatible industrial land uses and operations shall be located 200 feet away from and screened from view of residential neighbors and all public views. Industrial uses must always comply with federal, State, and City regulations for noise, emissions, traffic circulation and other environmental considerations.

Community Health and Sustainability

- Encourage solar passive design
- Require climate-appropriate landscaping
- Provide rideshare and transit use incentives
- Encourage outdoor eating or recreational areas for employees to utilized during breaks and lunches



An example flexible, light industrial uses



An example of recreation and outdoor eating areas for employees



Industrial

Context

Similar to properties designated Light Industrial, those with the Industrial designation are envisioned to continue to support long-established businesses. However, when either reuse or redevelopment opportunities arise, land use policies will shift new uses toward enterprises that are less polluting, offer skilled labor jobs, and encourage innovation, and discourage truck and container storage yards.

Development Pattern

The Industrial Land Use allows for the broadest range of industrial, manufacturing, and logistic activities, generally in large buildings and on large properties. Heavy industrial Land Uses involving petroleum manufacturing, refining, or processing as well as the manufacturing, processing or storage of hazardous chemicals shall not be permitted. Development is stand alone or master planned business parks. Onsite operations cannot immediately abut residential zoning or other sensitive uses. Supporting or complementary commercial retail and service uses are allowed.

Standard parking requirements shall be applied and must be designed so that it does not exacerbate parking issues in surrounding neighborhoods

that are already impacted by a shortage of available residential parking. Shared parking may be considered where converted industrial sites/buildings lack sufficient lot size.

Density/Intensity

1.0 FAR maximum

Building Height

Up to 60 feet

Transitions

For new developments, office and commercial uses rather than industrial and manufacturing operations, should abut residential zoning. Visual screens must be provided wherever possible. Where new development is adjacent to residential uses, buildings must step down as a transition to residential building heights. Development intensity must also be graduated from lower intensity near residential neighbors to moderate intensity near wholly industrial uses.

Industrial uses must always comply with federal, State, and City regulations for noise, emissions, traffic circulation and other environmental considerations.

Community Health and Sustainability

- Encourage adding internal electrical system for potential roof-top solar panels
- Encourage outdoor eating or recreational areas for employees to utilized during breaks and lunches
- Require climate-appropriate landscaping
- Encourage green building approaches
- Encourage solar passive design
- Require vehicle charging stations and consider charging stations for large trucks
- Provide rideshare and transit use incentives



Public Facilities Designations

The two Public Facilities categories encompass public and quasi-public uses such as public schools, libraries, fire and police stations, religious institutions, historical sites, community facilities, utility and infrastructure facilities, major drainage facilities, and government service facilities. The building intensity is highly variable and tied to each individual use.

- Public
- Airport



Douglas F. Dollarhide Community Center



Center for Sustainable Communities



Public

Context

Public community facilities in Compton provide essential services to residents, including information, events, recreation, classes, and places to gather.

The Compton Unified School District operates 25 elementary schools, eight middle schools, four high schools, three K-12 schools, and various alternative facilities.

Compton College is a two-year community college enrolls approximately 18,000 students, employs 290 full-time and part-time faculty members, and offers over 40 degree and certificate programs.

Compton residents have ready access to two public libraries operated by the County of Los Angeles Library system.

Four community centers are available to residents: two run by the City and two operated by Los Angeles County.

Development Pattern

The Public Land Use encompasses uses such as public schools, libraries, fire and Sheriff stations, religious institutions, historical sites, community facilities, utility and infrastructure facilities, major drainage facilities, and government service facilities. The building intensity is highly variable and tied to each individual use.

If the public or semi-public use of mapped facilities is terminated, alternative community-serving uses compatible with the surrounding development, in keeping with community character, are permitted, consistent with zoning regulations.

Generally, standard parking requirements will be applied to new developments. However, the City may allow reduced parking where appropriate to encourage retention of historic and cultural resources and/or to promote transit usage, providing no negative impacts occur on adjacent streets.

Density/Intensity

1.0 FAR maximum

Community Health and Sustainability

- Encourage roof-top solar panels
- Use climate-appropriate landscaping
- Use green building approaches
- Provide vehicle charging stations for public vehicles
- Provide rideshare and transit use incentives for public employees
- Provide bicycle facilities for visitors and employees
- Require adequate onsite parking



Compton/Woodley Airport

Airport

Context

Compton/Woodley Airport, with its origins dating to 1924, is a public general aviation airport open seven days a week. The airport is used by private pilots, flight schools, and small businesses. The airport has undergone several renovations and improvements, including a new terminal building, expanded parking, and updated navigational equipment.

Development Pattern

The Airport Land Use is reserved for the Compton/Woodley Airport property. Any future development of the site will require a specific plan and compliance with any applicable airport land use plan. As of 2024, Compton/Woodley Airport did not have an adopted airport land use plan (ALUP); thus, the airport is addressed in the Los Angeles County ALUP.

Development in the Airport Place Type is allowed consistent with the Los Angeles County ALUP, with the overarching objective to attract aviation-related business that support economic development.

Abutting and adjacent land uses should be transitioned to low occupancy non-residential land uses in the approach and departure paths to and from the airport.

Transitions

Surrounded by residential and commercial areas, the airport has a noise abatement policy which establishes flying patterns, landing and takeoff procedures, and areas to avoid, all focused on mitigating noise to surrounding areas. Tall structures adjacent to the airport shall be prohibited.

The Los Angeles County Airport Land Use Commission (ALUC) regulates activities which may adversely affect adjacent areas and nearby land use which may interfere with airport operations. Specifically, the ALUC develops plans for achieving land use compatibility between airports and their surrounding environment.

Compton/Woodley Airport supports over 60,000 annual takeoffs and landings, averaging approximately 164 daily operations, serving as a hub for general aviation. While the airport has a strong operational record, notable incidents have occurred, including a collision in 2019 that resulted in one fatality and a 2023 street crash near the airport with no major injuries. These events underscore the importance of maintaining stringent safety protocols to protect residents and airport users, ensuring the continued safe operation of this vital community asset.

Community Health and Sustainability

- Encourage outdoor eating or recreational areas for employees to utilized during breaks and lunches
- Require climate-appropriate landscaping
- Encourage green building approaches
- Encourage solar passive design
- Require vehicle charging stations for airport visitors



Open Space Designation

The Open Space category applies to public parks, publicly owned open space properties such as lands used for flood control purposes, and cemeteries. Permitted uses are limited to active and passive recreation.

Open Space

Context

Compton has approximately 15 parks and recreation facilities. These park facilities vary in size and amenities, with some including community facilities within their boundaries.

Development Pattern

Parks and flood control facilities are located citywide, with these facilities to remain in place. Similarly, established cemeteries will continue.

Community Health and Sustainability

- At parks, use native landscaping and minimize turf, except for play fields
- Provide shade trees around playgrounds
- Use green building approaches for all park structures
- Encourage use of grey-water systems for irrigation
- Provide amenities such as water fountains, restrooms, and covered tables and benches

Compton Station Specific Plan

The Compton Station Specific Plan is a transit-oriented development specific plan developed to transform the Metro A-Line Compton Transit Station area into a vibrant mixed-use village with access to enhanced public spaces. Place Types adjacent to the plan area should continue the transit-oriented land use approach. The Compton Station Specific Plan contains precise guidance for land development, infrastructure, and amenities in this area. Detailed policy and/or regulatory requirements are contained within the Specific Plan.



Compton MLK Transit Center

Targeted Areas of Change

Through the process of preparing this General Plan, the City identified key areas of change, shown in Figure LU-9, where land use transitions will occur to achieve these key objectives:

- Encouraging intensification of key corridors to:
  - Attain urban renewal though the renovation and reuse of underutilized or vacant property.
  - Provide new housing opportunities to meet local and regional needs.
  - Strengthen the business and services sectors that support economic development and serve local residents.
- Taking advantage of rail transit stations as places for urban-scale transit-oriented development
- Ensuring land use diversity and balanced development that provide employment, commercial, and experiential opportunities
- Encouraging the envisioned development of Downtown into a vibrant mixed-use village with access to enhanced public spaces

Effective urban revitalization goes beyond land use; it requires a comprehensive strategy that addresses many factors, including physical characteristic (urban form), mobility infrastructure, transitional elements, and environmental and socioeconomic considerations. In addition to encouraging transition within the areas of change, the land use and urban design strategies discussed will work to promote quality infill redevelopment that preserves and enhances neighborhood and district quality and character.



Public gathering areas and festival and event street

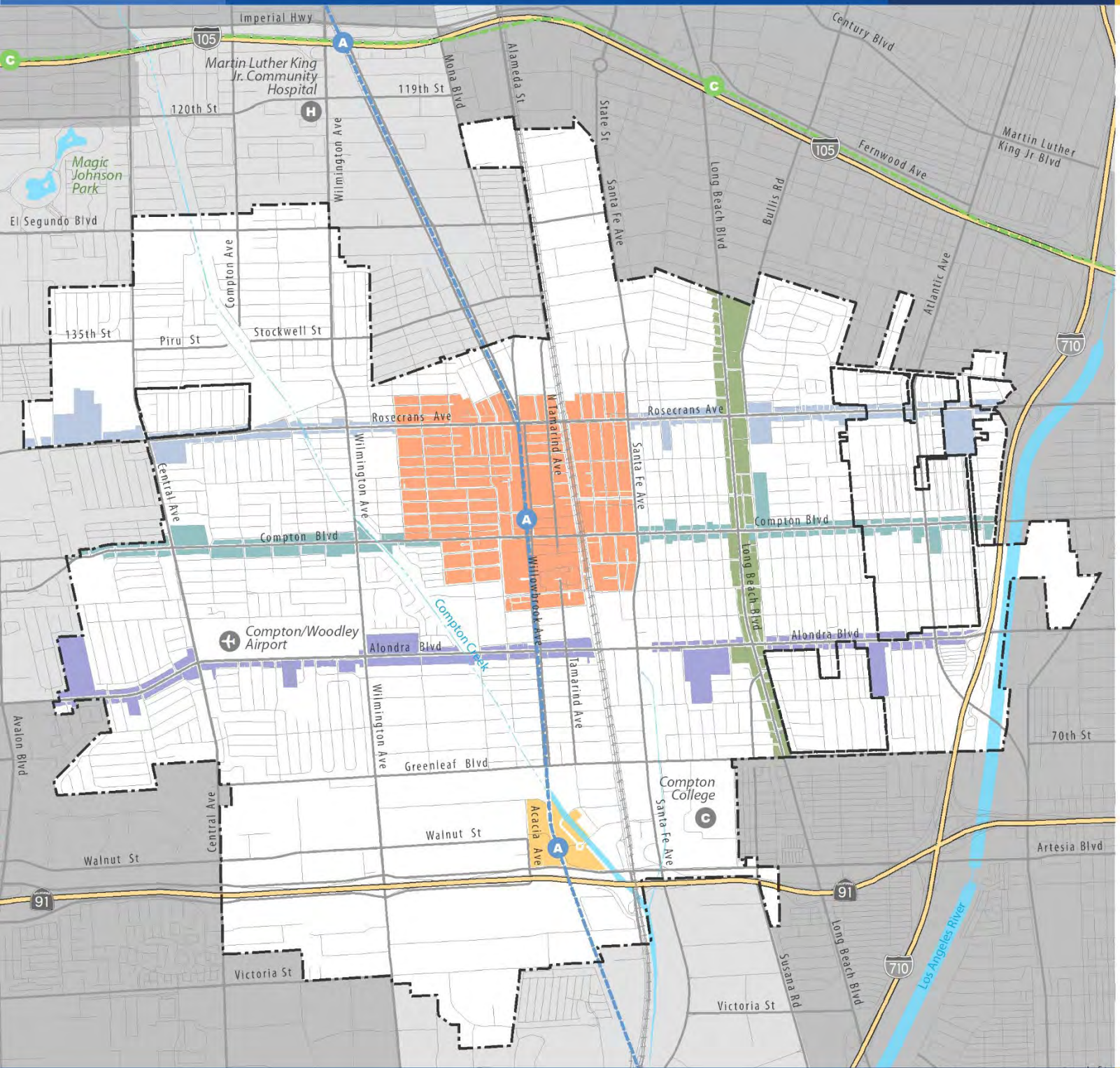


Figure LU-9
Target Areas of Change

Targeted Areas

- Long Beach Boulevard Corridor
- Compton Boulevard Corridor
- Alondra Boulevard Corridor
- Rosecrans Avenue Corridor
- Artesia Transit Station Area
- Downtown Compton & Compton Station

Base Map Features

- Compton City Boundary
- Sphere of Influence Boundary
- Compton Station SP Boundary
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: City of Compton, 2024.
Map Date: February 2024

0 ¼ ½ ¾ 1 Mile

Long Beach Boulevard Corridor

Along Long Beach Boulevard, this plan envisions opportunities for residential development adjacent to established neighborhoods, commercial centers, schools, and parks along a transit-rich corridor. As the City's major High Quality Transit Area (HQTA), the Long Beach Boulevard corridor accommodates the most consistent and frequent transit services in Compton.

Objectives

- Facilitate high-quality property improvements and infill development along Long Beach Boulevard. Development will be walkable and compact and facilitate multimodal connections between land use and transportation.
- Provide housing opportunities and economic development benefits through reduced retail leakage and provisions of commercial service and dining businesses that support the community.

Envisioned Character

The following images illustrate examples of the intended design and character of new development, improvements to the public streetscape, and general atmosphere for the Long Beach Boulevard Corridor.

- The higher-intensity mixed-use land use designation will allow for mixed-use residential and commercial developments to complement existing adjacent residential uses, create housing and employment opportunities and expand access to essential goods and services.
- Design elements will activate streetscapes, enhance walkability and safety, and contribute towards a shared sense of place for residents.
- Compact and safe urban environments will be developed with places for current and new residents to live, work, shop, dine, and gather.
- A safe and pleasant network of streets and sidewalks will emphasize walking and biking connections between transit and key destinations.
- First/last mile improvements to street and sidewalk infrastructure will include:
  - Traffic calming, curb extensions, street trees and landscaping
  - Signal timing for pedestrians and cyclists
  - Bike lanes and bike parking
  - Real-time transit information and wayfinding signage to key destinations and transit connections
  - New or improved sidewalks and crosswalks

Land Use and Urban Form

- Design that ensures harmonious development adjacent to existing residential neighborhoods and building types should take into consideration shallow lots and proximity to heavily traveled streets
- Public and private realm improvements that improve the walking experience and encourage transit use
- Screening, massing, and setbacks that protects the privacy and character of adjacent lower-scale neighborhoods
- Building alignment and orientation that creates an attractive and well-defined frontage

Compton Boulevard Corridor

The Compton Boulevard corridor presents an opportunity to reimagine this corridor as a place for residential and mixed uses in an area that historically has supported only commercial activities. Underdeveloped land might be redeveloped to expand housing opportunities and create spaces for locally servicing commercial businesses with convenient access to Downtown. New community services and amenities will be within easy walking distance to serve surrounding neighborhoods.

Objectives

A vibrant, mixed-use corridor that supports a diverse economy, provides affordable housing opportunities, and creates an attractive environment through quality development and landscape and streetscape improvements, and complements the Compton TOD-SP.

Envisioned Character

The following images illustrate examples of the intended design and character of new development, improvements to the public streetscape, and general atmosphere for the Compton Boulevard Corridor.

- A mix of medium- to high-density residential uses with locations for people to shop, eat, socialize and take care of daily activities
- Replacement or improvement of older, distressed buildings and uses with high tenant vacancies
- Design elements that activate streetscapes, enhance walkability and safety, and contribute towards a shared sense of place for residents
- Compact and safe urban environments with places for current and new residents to live, work, shop, dine, and gather
- Inviting signage, landscaping, and streetscape improvements
- Streetscape improvements that improve the pedestrian experience

Land Use and Urban Form

- Development intensity and character that complement Downtown at the City's core and transition to lower-scale towards the City's periphery
- Higher-intensity, compact land uses that complement adjacent residential uses
- Larger-scale commercial uses at major nodes
- Pedestrian-friendly design that provides access to and from the corridor
- Building types that take into consideration shallow lots and proximity to lower-density single-family neighborhoods
- Public and private realm improvements that improve safety and the walking and cycling experiences

Rosecrans Avenue and Alondra Boulevard Corridors

The goal is to create opportunities for new residential and commercial development adjacent to established neighborhoods. Smaller-scale commercial uses can complement the new multi-family housing.

Objective

A smaller-scale urban environment with residential development and local-serving commercial corridor adjacent to established neighborhoods.

Envisioned Character

The following images illustrate examples of the intended design and character of new development, improvements to the public streetscape, and general atmosphere for the Rosecrans Avenue and Alondra Boulevard Corridors.

- Neighborhoods with a mix of housing types and residential densities integrated with goods and services in a walkable community that residents visit daily
- Development that complements nearby neighborhoods
- Streetscape improvements that improve the pedestrian experience

Land Use and Urban Form

- Design should ensure harmonious development adjacent to existing residential neighborhoods and provide pedestrian friendly access to the corridor.
- Building types should take into consideration shallow lots and proximity to lower-density single-family neighborhoods through the development of lower impact, smaller scale development that utilizes massing reductions, setbacks and sensitive transitions
- To compensate for more limited transit access, public and private realm improvements that improve the walking and cycling experiences
- Mixed use developments up to three stories

Artesia Transit Station Area

The Artesia Transit Station area surrounds Metro's at-grade A-Line light rail station at Artesia Boulevard, near the intersection of Alameda Street and near the Artesia Freeway (SR 91). The access to a major regional transit system and high visibility from regional drive-through traffic provide ample opportunities to meet housing, economic development, and regional transportation access goals. Future development aims to transition auto-dominated properties into a compact, walkable district of homes, shops, restaurants, live-work spaces, and gathering places. It is recommended that a Specific Plan be prepared for this area.

Objectives

- A dynamic transit village that fully integrates the surrounding community into a major transportation hub by enhancing access to Artesia station and building upon existing community to create a thriving place for residents to live, move and play
- Convenient transit access and complementary land uses that encourage transit use, bicycle use, and pedestrian activity

Envisioned Character

The following images illustrate examples of the intended design and character of new development, improvements to the public streetscape, and general atmosphere for the Artesia Station neighborhood.

- Intensified development around the Artesia Transit Station, leveraging the area's visibility to create a regional destination that captures a greater share of local and regional spending
- Reduced auto-oriented uses such as parking lots and increased multi-modal infrastructure
- Connectivity with adjacent neighborhoods
- Commercial focal point for businesses that require significant square footage and capture a greater share of regional spending
- Improved physical appearance at the City's southern gateway
- A safe and pleasant network of streets and sidewalks that emphasize walking and biking connections between transit and key destinations
- Dynamic streetscapes and public spaces that improve the walking experience through ground-floor retail and multi-modal amenities
- Real-time transit information and wayfinding signage to key destinations and transit connections
- Higher density mixed use development up to 10 stories



Land Use and Urban Form

- Building and site designs that encourage pedestrian activity and socialization and establish the station's function as places where people can live, work, shop, and play
- Public realm improvements such as landscaping, outdoor seating, social gathering plazas, and lighting that improve walkability
- Multi-modal infrastructure, including bicycle and transit amenities such as bike racks, repair stations, and protected bus stops to enhance the mobility experience
- First/last mile improvements to street and sidewalk infrastructure that include:
  - Traffic calming, curb extensions, street trees, and landscaping
  - Signal timing for pedestrians and cyclists
  - Bike lanes, bike parking, and bike share stations
  - Wayfinding signage to key destinations and transit connections
  - New or improved sidewalks and crosswalks
- Urban design improvements that provide a character statement from the exit off SR-91 at the Alameda Street and Santa Fe Avenue exit
- Thematic architecture and design motifs



Example of transit-oriented development around a transit station

Downtown Compton & Compton Station

Walkable, pedestrian-friendly commercial destinations supported by multifamily residential in a vibrant mix of uses that will continue to bolster downtown's role as the historic heart of Compton.

Objectives

- An economically active and vibrant station area which attracts investment and provides quality amenities to the community
- A safe and well-maintained Downtown with a built environment that reflects the history, creativity, and excellence of Compton

Envisioned Character

- A strengthened role as the political and symbolic heart of the City
- Adequate and affordable housing that enables the residents of Compton to remain in the community for the long term
- A vibrant and active district in the region, with improved restaurant, shopping, and entertainment options and open space, housing, and offices in a new walkable urban pattern
- Intensified mixed use development around the Compton Transit Station, leveraging the area's visibility to create a regional destination that captures a greater share of local and regional spending
- Real-time transit information and wayfinding signage to key destinations and transit connections
- Gateway signage that identifies Downtown
- Public art and spaces that highlights Compton's historic history and culture
- Industrial transition areas that serve as centers of cultural/arts production for artisans and artists, with limited hours of operation, live/work development, and housing

Land Use and Urban Form

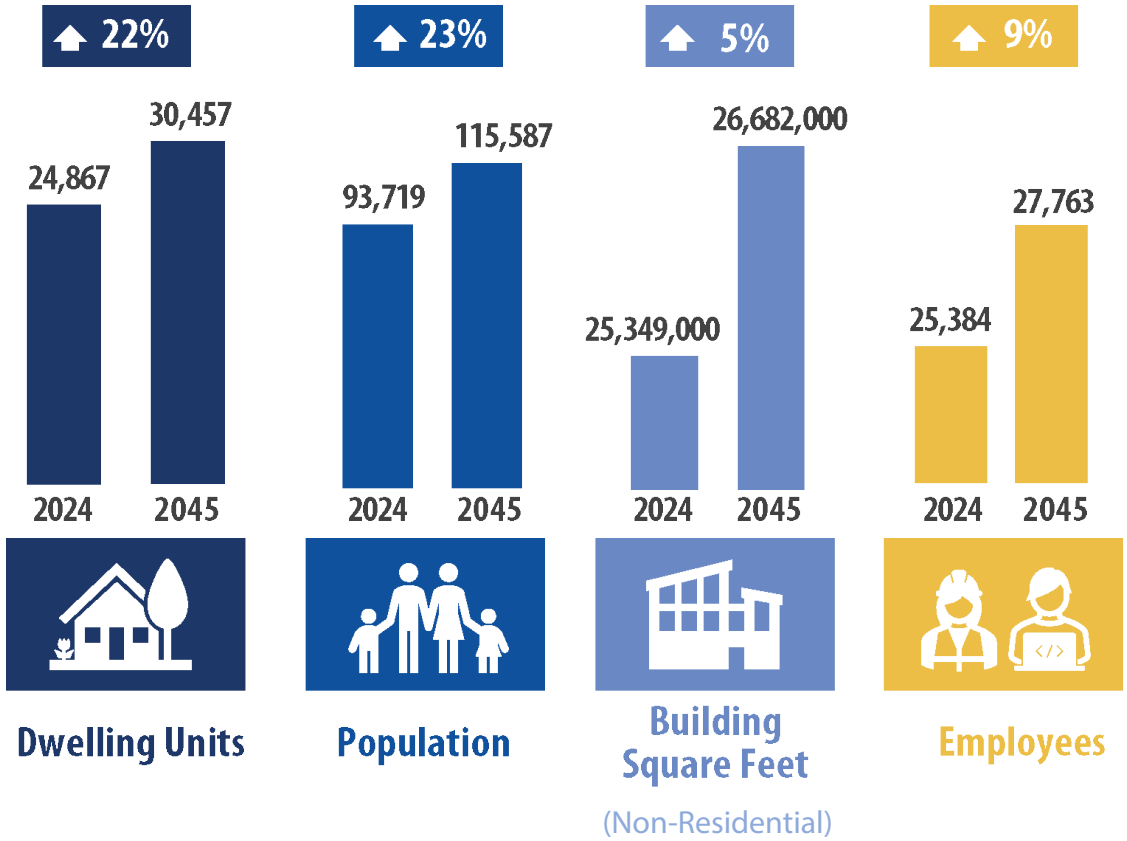
- Vertically integrated mixed-use buildings that frame the sidewalk and the public realm, with retailers and restaurants primarily located on the first floor (with higher first-floor heights to support active uses)
- Walkable corridors, combining local-serving retail with three story multifamily residential uses
- Mixed-use buildings (residential or office over retail) along Compton Boulevard and key retail frontages
- A distinction between a more intense institutional and commercial core and the more locally focused and residential periphery
- Usable and sustainable open space created on roofs of buildings due to the small or shallow nature of many sites
- Calm and attractive routes and networks for pedestrians and bicycles
- Public spaces programmed and equipped for large events such as concerts, demonstrations, and public celebrations
- Adaptive reuse of the historic buildings for more active use
- Gateway elements that identify and define entry into Downtown

Land Use Plan Build Out

Implementation of the Land Use Plan will result in new housing units in Compton. Figure LU-10 shows the build-out numbers between 2024 (baseline) and 2045 (Future). It presents the estimated build-out potential for housing units, nonresidential building square footage, and jobs that could be generated by the Land Use Plan and overarching growth strategy. These estimates provide a tool to monitor growth, representing informed estimated projections of future development. The actual development will likely vary.

Figure LU-10: Compton Build-Out Growth

Between 2024 and 2045, the anticipated land use build-out for dwelling units, population, building square feet, and employees is projected to reflect moderate growth. Over the next 20 years, the number of dwelling units is expected to increase 22% to accommodate a growing population, which is estimated to grow as well. Concurrently, commercial and industrial development will drive the expansion of non-residential building square feet, leading to the construction of new buildings and facilities. This expansion will also result in nine percent rise in employment opportunities, with a marked increase in the number of employees across various sectors. This growth trajectory will necessitate comprehensive planning and infrastructure development to support the expanding communities and economic activities.



Land Use Goals and Policies

The following goals and policies will guide land use decision-making, working in tandem urban design objective and goals and policies in all General Plan elements to establish a coordinated vision for the future built environment.

Community Safety

GOAL LU-1: AN IMPROVED QUALITY OF LIFE THROUGH SAFE AND SECURE NEIGHBORHOODS AND PUBLIC PLACES

Policy LU-1.1: **Crime Prevention through Environmental Design (CPTED).** Incorporate CPTED principles into community design and planning efforts to reduce crime and enhance public safety within residential neighborhoods, corridors, and commercial districts, including measures such as improved lighting, clear sightlines, and enhanced surveillance for safer and more secure environments for residents and businesses.

Policy LU-1.2: **Integrate Public Safety.** Incorporate consideration of public safety in the review of development applications and design review public facilities.

Policy LU-1.3: **Natural Surveillance.** Maximize natural surveillance through physical design features, including, but not limited to, visible entryways from surrounding structures and businesses; well-defined and visible walkways and gates; well-lighted driveways, walkways, and exteriors; and landscaping that preserves or enhances safety.

Policy LU-1.4: **Transportation Safety.** Evaluate the siting and expansions of freight corridors, heliports, and helipads/helistops on the basis of transportation and land use need and potential safety and noise impacts on existing and planned surrounding land uses.

Policy LU-1.5: **Natural and Human-induced Hazards.** Require that development be located and designed to protect property and residents from the risks of natural and human-induced hazards.

Complete and Healthy Neighborhoods and Vibrant Corridors

GOAL LU-2: HEALTHY AND COMPLETE NEIGHBORHOODS

Policy LU-2.1: **Neighborhood Enhancements**. Continue to improve residential neighborhoods by enhancing streetscapes and crosswalks, increasing the number of trees, creating conditions that encourage walking and bicycling, integrating green infrastructure and communications technology, and allowing connectivity to activity areas, public gathering areas, and community facilities.

Policy LU-2.2: **Parking Impacts.** Protect residential neighborhoods from parking spillover impacts from adjoining non-residential uses and facilities.

Policy LU-2.3: **Local-Serving Retail**. Promote local-serving public amenities at key locations within residential neighborhoods and within walking distance to corridors. Support development of small-scale neighborhood nodes that provide a range of neighborhood-serving retail, public amenities, and services to residents within walking distance of their homes.

Policy LU-2.4: **Low-Density Residential Neighborhoods.** Preserve and enhance the low-density nature of residential neighborhoods, and minimize height impacts from new corridor developments.

Policy LU-2.5: **Neighborhood Context.** Consider adjoining neighborhood context when planning new residential uses, including but not limited to traffic, density, height, massing, and setbacks.

Policy LU-2.6: **Low-Impact Home Businesses.** Allow home offices, and other low-impact home businesses, that do not change the character of the residential unit or neighborhood and remain incidental to the primary residential use.

Policy LU-2.7: **Proactive Code Enforcement.** Foster and maintain a proactive code enforcement program that involves collaboration with stakeholders, responds to community needs, and maintains and improves the quality of properties and buildings.

Policy LU-2.8: **Local Business Assistance.** Assist existing local business owners in accessing programs that can provide financial assistance and business consulting services. Such programs include Small Business Administration loans, façade renovation, and other financial assistance.

Policy LU-2.9: **Registration of Vacant/Foreclosed Properties.** Require owners to register vacant and foreclosed properties to better monitor conditions.

Policy LU-2.10: **Blighted Properties.** Use fines, permit denials, or criminal charges to encourage repair and maintenance for blighted properties that threaten health and safety.

Policy LU-2.11: **Clean-up Priority Areas.** Identify and focus code enforcement efforts and penalties on "cleanup priority areas" such as City entryways and areas with high levels of blight and vacant land.

Policy LU-2.12: **Community Cleanup.** Expand the use of public trash cans, community cleanup events, and bulk item pickup opportunities.

GOAL LU-3: VIBRANT AND ATTRACTIVE MIXED-USE CORRIDORS

Policy LU-3.1: **Infill Mixed-use Development.** Accommodate infill mixed-use development affordable to all

incomes on vacant and underutilized parcels along designated mixed-use corridors.

Policy LU-3.2: **Key Commercial Corridors.** Develop area or specific plans for key commercial corridors in the City to guide redevelopment of these areas into mixed-use, pedestrian and transit-oriented corridors and nodes.

Policy LU-3.3: **Infill Development Priority Areas.** Promote infill development near transit stations and along corridors, especially in the targeted redevelopment areas of Downtown, Artesia Station, Compton Boulevard, and Long Beach Boulevard, while avoiding the displacement of existing residents.

Policy LU-3.4: **Mixed-Use Zoning Incentive.** Implement zoning regulations that encourage mixed-use development along commercial corridors, allowing for a blend of residential, commercial, and retail spaces within the same building or development parcel.

Policy LU-3.5: **Density Bonus for Infill Development.** Offer density bonuses or other incentives to developers who choose to build infill projects along commercial corridors, promoting denser development that utilizes underutilized spaces and contributes to the revitalization of these areas.

Policy LU-3.6: **Streamlined Permitting Process.** Establish a streamlined permitting process specifically tailored for infill and mixed-use development projects along corridors, reducing governmental barriers and expediting approval timelines to encourage investment and development.

Policy LU-3.7: **Public-Private Partnerships for Streetscape Improvements.** Foster partnerships between the public sector and private developers to invest in streetscape improvements along corridors, including enhancements such as widened sidewalks, landscaping, lighting, and public amenities to create more attractive and pedestrian-friendly environments.

Policy LU-3.8: **Facilitation of Affordable Housing.** Implement policies that prioritize the inclusion of affordable housing units within mixed-use developments along corridors, ensuring that new development contributes to diverse and inclusive communities while addressing housing affordability challenges.

Policy LU-3.9: **Active Transportation Infrastructure Investment.** Identify resources that can be targeted toward the development of active transportation infrastructure such as bike lanes, pedestrian pathways, and public transit stops along corridors to promote accessibility and support alternative modes of transportation.

Policy LU-3.10: **Design Guidelines for Character Preservation.** Establish design guidelines and standards that aim to preserve and enhance the unique character and architectural identity of corridors, ensuring that new development projects contribute positively to the overall aesthetic and cultural fabric in context to each corridor.

Policy LU-3.11: **Economic Incentives for Small Businesses.** Provide economic incentives and support programs targeted towards small businesses and entrepreneurs looking to establish or expand operations within corridor focus areas, fostering local entrepreneurship and contributing to economic vitality.

Policy LU-3.12: **Flexibility in Zoning Regulations.** Adopt flexible zoning and use regulations that accommodate a diverse range of uses and business types along corridors, allowing for adaptive reuse of existing buildings and promoting creative and innovative approaches to development.

Commercial and Local Services

GOAL LU-4: ACCESS TO LOCAL AND DIVERSE COMMERCIAL GOODS, GROCERY STORES, RESTAURANTS, FAMILY ENTERTAINMENT, AND SERVICES NEAR ESTABLISHED RESIDENTIAL NEIGHBORHOODS

Policy LU-4.1: **Local Commerce Enhancement Initiative.** Pursue commercial development and businesses oriented to Compton residents to decrease sales leakage.

Policy LU-4.2: **Small Business Support and Revitalization.** Implement programs and initiatives to support small businesses and entrepreneurship within residential neighborhoods and commercial districts, including access to resources, technical assistance, and financial incentives to encourage business retention, expansion, and investment in the local economy.

Policy LU-4.3: **Neighborhood Convenience Development Program.** Encourage development of shops and services for everyday needs—including groceries, day care, cafes and restaurants, banks, and drug stores—within an easy walk from residential neighborhoods.

Policy LU-4.4: **Essential Services Targeting Strategy.** Target commercial essential services to locate in underserved areas of the City, with a focus on grocery stores.

Policy LU-4.5: **Diverse Entertainment Promotion Initiative.** Encourage a variety of local and regional entertainment and experiential destinations that respond to a range of preferences of residents and the businesses community.

Policy LU-4.6: **Destination Commerce Attraction Plan.** Secure unique entertainment/destination commercial enterprises to attract shoppers from nearby cities.

Policy LU-4.7: **Community-Centric Urban Design Policy.** Integrate land uses and urban forms that support community needs, including vibrant retail environment, buildings along the street, restaurants and commercial services, healthy food options, and quality public and private parks.

Policy LU-4.8: **Complete Neighborhood Development Standard.** Require new development sufficiently large to establish a complete neighborhood to include a neighborhood center such as a large open space area within easy walking distance of surrounding residences.

Policy LU-4.9: **Balanced Commercial Districts Policy.** Ensure that commercial districts are balanced and do not exclude the retail, employment, and service needs of residents.

Policy LU-4.10: **Neighborhood Commercial Vitality Program.** Promote opportunities for neighborhood-serving commercial uses as part of complete neighborhoods. Such uses can include sit-down restaurants, local retail, public spaces within shopping centers, and neighborhood-oriented retail areas that provide essential goods and services.

Policy LU-4.11: **Development Incentives.** Offer development incentives, such as streamlined permitting processes, fee waivers, and tax incentives, to attract new family entertainment venues and facilities to Compton, including but not limited to small amusement parks, indoor play centers, family-friendly restaurants, movie theaters, and recreational facilities.

Policy LU-4.12: **Cultural Diversity.** Promote cultural diversity and inclusion in family entertainment offerings by showcasing and celebrating the rich cultural heritage and traditions of Compton's diverse communities through programming, events, and performances that reflect the interests and preferences of local residents.

Strategic Growth and Change

GOAL LU-5: REINVENTION OF MAJOR CORRIDORS AS VIBRANT MIXED-USE, PEDESTRIAN-FRIENDLY, TRANSIT-ACCESSIBLE DISTRICTS

Policy LU-5.1: **Mixed-Use Corridor Development.** Create mixed-use corridors with commercial services and diverse housing options that complement surrounding business districts, with activated street frontages, pedestrian-friendly streetscapes, attractive gateway elements, architectural design themes, public art, street trees, and landscaping features.

Policy LU-5.2: **Downtown Revitalization.** Create a thriving Downtown within the Compton Station Specific Plan that supports a complementary mix of residential and nonresidential uses and provides community gathering spaces.

Policy LU-5.3: **Node-Based Development.** Concentrate new commercial/mixed use development at designated nodes, corridors, and catalyst sites.

Policy LU-5.4: **Transit-Oriented Development.** Promote transit-oriented development strategies that leverage existing transit infrastructure, such as the Metro A Line Compton and Artesia Stations, to catalyze sustainable and transit-friendly development within walking distance of transit stops, enhancing accessibility, reducing dependence on private vehicles, and supporting compact, mixed-use urban growth patterns.

Policy LU-5.5: **Freeway Corridor Economic Promotion.** Accommodate and encourage regional-serving uses along the SR-91 freeway corridor and the A-Line Artesia station, focusing on regional retail trade and hospitality and entertainment.

Policy LU-5.6: **Transit-Supportive Development.** Promote development surrounding the Metro A Line Compton and Artesia Stations that provide transit-supportive housing types/densities and businesses that contribute to a lively living environment.

Policy LU-5.7: **Density Bonus Incentive.** Allow development projects within mixed-use areas to exceed maximum densities if the development demonstrates features that provide significant community benefits, such as:

- Local business priority or lower rents.
- Essential commercial and services uses such as grocery stores, restaurants, and financial services providers
- Provision of affordable housing
- Public open spaces or gathering spaces
- Incorporation of public or community facilities (art galleries, community/non-profit space, educational and institutional spaces)
- Workforce development facilities
- Childcare and youth activity space
- Climate adaptation, trees, shading
- Public infrastructure improvements

Policy LU-5.8: **Community Benefits Oversight.** Ensure that proposed community benefits will be owned or operated by the City (unless otherwise noted), will not result in an undue negative fiscal impact to the City, and will comply with all applicable City guidelines, standards, regulations, and conditions for dedication and acceptance by the City.

Policy LU-5.9: **Community Benefits Implementation and Monitoring.** Require that the community benefits are completed prior to the issuance of a Certificate of Occupancy for any development relying upon the increased height, FAR, and/or density limits; alternatively, require a financial surety from the property owner or developer to ensure completion of the community benefits at a time appropriate to the given circumstances.

Policy LU-5.10: **Community Benefits Accountability.** Identify desired outcomes and regularly monitor the success of the community benefits program.

Housing Opportunities

GOAL LU-6: A VARIETY OF HOUSING TYPES AND DENSITIES TO ACCOMMODATE CURRENT AND FUTURE RESIDENTS

Policy LU-6.1: **Land Use Efficiency Directive.** Ensure efficient use of remaining land available for residential development and redevelopment by requiring that new residential development meet the density minimums of applicable plan designations.

Policy LU-6.2: **Housing Diversity Initiative.** Provide a variety of housing types and sizes with varying levels of affordability in residential and mixed-use developments.

Policy LU-6.3: **Inclusive Zoning Standards.** Ensure zoning regulations accommodate a range of housing types at all price levels, both ownership and rental, for people in all stages of life.

Policy LU-6.4: **Mixed-Income Community Promotion.** Promote mixed-income communities with mixed housing types to create inclusive and economically diverse neighborhoods.

Policy LU-6.5: **Comprehensive Housing Integration Policy.** Require new large residential developments to integrate a range of housing types and unit sizes.

Policy LU-6.6: **Innovative Housing Solutions Program.** Consider innovative housing types and services that meet the needs of the community.

Industrial Uses

GOAL LU-7: PRESERVATION AND GROWTH OF INDUSTRIAL BUSINESSES THAT STIMULATE ECONOMIC DEVELOPMENT AND JOB GROWTH AND MINIMIZE ADVERSE IMPACTS

Policy LU-7.1: **Industrial Diversity Enhancement.** Strengthen the diversity of industrial uses, emphasizing manufacturing, urban agriculture, biotechnology, technology, commercial innovation, research and development, and clean industries.

Policy LU-7.2: **Clean and Green Industries Promotion.** Promote and encourage clean and green industries that provide well-paying jobs, revenue and other community and environmental benefits; support efforts to require existing industries to decrease harmful emissions and impacts; and promote a mix of uses and a range of activities on industrial land to create jobs and revenue while avoiding conflict between industrial and non-industrial uses.

Policy LU-97.3: **Hazardous Substances Regulation.** Monitor uses that use, store, produce, or transport toxic substances, unhealthy air emissions, and other pollutants or hazardous materials.

Policy LU-7.4: **Strategic Industrial Zoning.** Site heavy industrial, large warehouses, and trucking and logistics in areas where the location and roadway pattern will provide minimal impacts on residential and commercial uses.

Policy LU-7.5: **Pollution Reduction Technology.** Encourage technological solutions to reduce pollutants and airborne emissions associated with rail and road freight transport and other industrial operations.

Policy LU-7.6: **Industrial-Residential Interface Management Strategy.** Apply appropriate screening, buffers, transitional uses, and other controls to transition from industrial and commercial uses to any adjacent residential uses and thus reduce potential noise and air pollution impacts.

Policy LU-7.7: **Green Industrial Practices Incentive.** Encourage industrial businesses to utilize green building strategies, green vehicle fleets, energy-efficient equipment, and support renewable energy systems.

Policy LU-7.8: **Economic Development Criteria Framework.** Apply the following criteria when encouraging and approving new industries to locate and established businesses to remain in the City, and when considering proposed expansion of existing industries:

- Contributes to the local tax base
- Offers well-paying, skilled employment opportunities
- Provides substantial improvements or employment

- Provides a favorable relationship between the costs of providing municipal services and the municipal benefits produced
- Does not produce excessive traffic congestion or environmental degradation
- Responsibly manages or minimizes environmental impacts locally and regionally

Parks, Recreation, and Open Space

GOAL LU-8: QUALITY PARKS, RECREATION FACILITIES, OPEN SPACES, AND URBAN GREENERY THAT THE COMMUNITY'S DIVERSE NEEDS

Policy LU-8.1: **Parks Preservation.** Preserve, protect, and maintain parks and recreation facilities as critical spaces in Compton, recognizing that such uses contribute to a high quality of life.

Policy LU-8.2: **Open Space Requirement.** Require the provision of adequate on-site open space and communal areas for residential developments.

Policy LU-8.3: **Green Streetscape Promotion.** Promote greenery and active street frontages throughout the City by requiring well-landscaped and well-maintained setbacks, including sidewalks that meander and/or otherwise set back from the curb face.

Policy LU-8.4: **Small Parks Network Establishment Program.** Establish a network of small parks and plazas with amenities such as seating, lighting, and public art.

Policy LU-8.5: **Public Space Funding Innovation.** Explore innovative methods and private partnerships for funding and constructing new public spaces.

Policy LU-8.6: **Vacant Space Utilization.** Leverage underutilized sidewalks, medians, parking spaces, and vacant land to incorporate temporary and permanent public spaces and green infrastructure.

Policy LU-8.7: **Neighborhood Beautification Program.** Encourage visually attractive residential neighborhoods by expanding climate-appropriate street trees and other types of streetscape and hardscape, and by using attractive drought-tolerant landscaping.

Policy LU-8.8: **Public Space Allocation.** Encourage the provision of approximately 10 percent of a commercial/mixed use project's net site area as public space, with adjustments for smaller (less than ten acres) or constrained sites.

Community Design

GOAL LU-9: A PATTERN AND SCALE OF DEVELOPMENT THAT PROVIDES VISUAL DIVERSITY, CHOICE OF LIFESTYLE, OPPORTUNITIES FOR SOCIAL INTERACTION, AND RESPECTS DESIRABLE COMMUNITY CHARACTER AND CONTEXT

Policy LU-9.1: **Neighborhood Preservation.** Retain the City's character by maintaining the scale of established residential neighborhoods and integrating new higher density residential development into the community fabric.

Policy LU-9.2: **Historic Neighborhood Preservation.** Identify and preserve the City's historic buildings and well-established, single-family neighborhoods including, but not limited to Richland Farms.

Policy LU-9.3: **Neighborhood Design Guidelines and Standards.** Develop and implement neighborhood design guidelines and standards that promote cohesive and attractive residential environments, including standards for building aesthetics, landscaping, and streetscape elements, to enhance the overall quality and character of Compton's residential neighborhoods.

Policy LU-9.4: **Thematic Urban Design.** Create pleasurable environments by focusing on thematic design elements: unique streetscapes, gateways, landmarks, wayfinding systems, public art, street trees and landscaping, public spaces, enhanced street corners, and urban green spaces.

Policy LU-9.5: **Mixed-Use Building Activation.** Design mixed-use and commercial corridor buildings to face activate street frontages and promote social interaction through creative and innovative design strategies.

Policy LU-9.6: **Mixed-Use Corridor Revitalization.** Encourage mixed-use development along key corridors, promoting a blend of residential, commercial, and retail uses to create vibrant and walkable environments that serve the needs of residents while also supporting local businesses and economic activity.

Policy LU-9.7: **Downtown Revitalization.** Create vibrant street environment in Downtown (CSSP) by integrating business, residential, hospitality, commercial, and public uses, and designing building(s) and the street(s) and sidewalks to create a pedestrian-friendly, walkable environment with strong social and civic connections.

Policy LU-9.8X: **Public Space Activation Program.** Activate Downtown by creating places for people to socialize in flexible public spaces for community events and activities, such as street fairs, farmers' markets, arts festivals, celebrations, concerts, and other special events.

Policy LU-9.1 **Civic and Cultural Enhancement.** Integrate public art and cultural amenities that contribute to the civic and cultural life of Compton, and that reflect the City's history, heritage, and unique character.

Policy LU-9.10: **Streetscape Enhancement.** Create streetscapes that include amenities for visual interest and pedestrian accommodation, sidewalks that are

offset from the curb, seating, trees for shade, and green buffers.

Policy LU-9.11: **Green Infrastructure Integration.** Integrate green infrastructure elements, such as urban greening, bioswales, community gardens, and street trees, into residential neighborhoods, Compton Creek, and commercial districts to enhance aesthetics, improve air quality, mitigate urban heat island effects, and promote community health and well-being.

Policy LU-9.12: **Industrial and Commercial District Character.** Promote distinctive architecture, landscaping, and shade trees along street frontages and on private property that define the character of industrial and commercial districts.

Policy LU-9.13: **Urban Heat Island Mitigation Framework.** Integrate solutions to address urban heat island effect, particularly in disadvantaged communities, by utilizing green infrastructure, shading building surfaces, expanding tree canopies over parking lots and expansive pavements, and expanding the urban forest.

Policy LU-9.14: **Sustainable Development Integration.** Use sustainable building methods in accordance with the sustainable development policies in the Urban Systems Element.

Policy LU-9.15: **Transit-Oriented Design.** Incorporate existing and proposed transit stops or stations into project design.

Policy LU-9.26: **Surface Parking Reduction.** Reduce the visual impact of surface parking lots through visual screening.

Equitable Development

GOAL LU-10: EQUITABLE DISTRIBUTION OF PUBLIC FACILITIES, INFRASTRUCTURE, HOUSING, AND SERVICES.

Policy LU-10.1: **Healthy Communities.** Improve community health by ensuring equal access to parks, groceries that provide good-quality fresh food and community facilities, and by reducing pollution burdens.

Policy LU-10.2: **Neighborhood Equity.** Ensure disadvantaged neighborhoods have access to healthy foods, parks and open spaces, mobility options, community services and programming, and safe and sanitary homes.

Policy LU-10.3: **Efficient Public Facility Development Strategy.** Develop public facilities at locations where they most efficiently serve the community and are compatible with current and future land uses.

Policy LU-10.4: **Equitable Facility Distribution.** Continue to promote equitable distribution of community facilities and infrastructure. Community facilities

should continue to be located near residents to serve as neighborhood centers and maximize use.

Policy LU-10.5: **Community-Driven Facility Planning Program.** Encourage community involvement to assess the needs of City residents to determine priorities for the rehabilitation or new construction of public facilities.

Policy LU-10.6: **Environmental Health Integration Policy.** Consider proximity to environmental health risks when planning for residential uses.

Policy LU-10.7: **Inclusive Planning for Environmental Justice.** Ensure environmental justice in the planning process through meaningful public involvement.

Policy LU-10.8: **Equitable Development Standards.** Implement development policies to protect public health, safety, and welfare equitably among all segments of the population.

Policy LU-10.9: **Resource Allocation Equity Plan.** Prioritize and allocate citywide resources to provide public facilities and services to communities in need.

Policy LU-10.11: **Environmental Justice Enforcement Protocol.** Eliminate disproportionate environmental burdens and pollution experienced by historically disadvantaged communities through adherence to the environmental justice policies.

Policy LU-10.12: **Balanced Land Use Distribution Strategy.** Avoid overconcentration of potentially hazardous industrial businesses in any one geographic area, community, or neighborhood.

Policy LU-10.13: **Neighborhood Maintenance Partnership.** Work with community groups and property owners to ensure adequate street maintenance, public landscape maintenance, law enforcement, code enforcement, and litter and graffiti control to maintain safe and attractive neighborhoods.

Policy LU-10.14: **Annexation Area Planning Strategy.** Identify prospective annexation areas for long-range planning purposes that will avoid duplication of services with special districts; will be financially self supporting, promote orderly growth and development and preserve open space, as necessary, on its periphery; and promote a more cost-efficient delivery of urban services to both existing areas that already have urban services and future development areas that require urban service extensions from contiguous City areas.

Displacement

GOAL LU-11: A COMMUNITY THAT BENEFITS FROM EXPANDED OPPORTUNITY WITHOUT DISPLACING ESTABLISHED RESIDENTS AND BUSINESS OWNERS

Policy LU-11.1: **Affordable Housing Production.** Prioritize the development of affordable housing options within residential neighborhoods and along commercial corridors, ensuring that housing

remains accessible and affordable for residents of diverse income levels while also supporting inclusive and equitable community growth, including middle-income housing, to help offset the displacement of the existing population.

Policy LU-11.2: **Luxury Development.** Prohibit large-scale luxury developments.

Policy LU-11.3: **Neighborhood Stabilization.** Pursue neighborhood stabilization policies including community land trusts, right of first refusal, renter protections, and rent control.

Policy LU-11.4: **Inclusionary Housing.** Consider implementing an inclusionary housing program.

Policy LU-11.5: **Equitable Housing.** Address racial and economic segregation in the city by creating housing opportunities that address historic patterns of discrimination and exclusion.

Policy LU-11.6: **Tenant Empowerment.** Strengthen tenant protections by expanding tenants' rights, enforcement, and legal assistance needed to access those rights.

Policy LU-11.7: **Housing Stability.** Promote the use of housing for long-term residents; limit practices such as short-term rentals, conversions to hotels, and prolonged vacancies.

Policy LU-11.8: **Affordable Housing Preservation.** Preserve and protect the existing affordable housing stock.

Policy LU-11.9: **Homeownership Support.** Pursue funding to expand housing rehabilitation and home improvement assistance for existing homeowners.

Policy LU-11.10: **Community Engagement Initiative.** Provide ample opportunity for residents and business owners to provide input into new developments in their neighborhoods.

Policy LU-11.11: **Anti-Displacement Strategy.** Implement the anti-displacement policies in the Housing Element.

Policy LU-11.12: **Resident-Centric Investment.** Provide that new housing-related investments benefit current residents.

Policy LU-11.13: **Displacement Risk Management.** Identify and use data that track high displacement risk areas and the outcomes of policy actions.



CITY OF COMPTON

Chapter 3

OUR MOBILITY ELEMENT

COMPTON
GENERAL PLAN 2045
Building a Better Compton

Chapter 3
Our Mobility Element

COMPTON
GENERAL PLAN 2045
Building a Better Compton

Introduction

Moving within Compton and the region requires a convenient and efficient system of pathways, roadways, freeways, and railways. Mobility options allow people to access educational, employment, healthcare, and recreational opportunities. The transportation network connects communities, facilitating trade and commerce and promoting overall societal well-being. This Mobility Element identifies the network planned to accommodate evolving mobility modes and forwards initiatives to support a healthy economy, environment, and populace.

Purpose of the Element

The Mobility Element defines the comprehensive framework to address Compton's transportation needs. At its core, this element aims to enhance accessibility, safety, and efficiency in the movement of people and goods. Compton faces challenges related to deteriorating street infrastructure, traffic congestion, and disparities in access to transportation infrastructure. Therefore, the Mobility Element tackles these issues through a multifaceted approach that integrates land use planning, equity and inclusion, and transportation policy.

A primary objective is to improve connectivity within Compton and to its neighboring communities. This involves creating a well-connected network of streets, sidewalks, bike lanes, and public transit routes that offer convenient and reliable options for residents. Residents have access to several transportation facilities and modes, including the multi-use trail systems along Compton Creek and the Los Angeles River and two Metro A-Line light rail stations: Compton Station and Artesia Station. By enhancing connectivity, the plan aims to expand alternatives to private automobiles, enhance street infrastructure, alleviate congestion, and promote walking, bicycling, and public transit use.

Furthermore, the Mobility Element prioritizes safety by implementing measures to reduce traffic accidents and enhance pedestrian and cyclist protection. This includes the design and maintenance of safe streets, improved crosswalks, traffic calming measures, and education campaigns aimed at promoting responsible driving behavior. By creating safer streets, the plan both encourages active transportation — walking and biking — which promotes community health.

This Mobility Element incorporates principles of efficient traffic movement, goods movement, equity, sustainability, and community engagement. By addressing the diverse transportation needs and fostering a more connected, safe, and sustainable transportation system, the plan creates a more complete city for current and future generations.

Mobility Context

The local mobility network encompasses various transportation modes and infrastructure:

- **Freeways.** Compton is served by a network of freeways that provide connections to neighboring cities and the broader region. East-west freeway are the Century Freeway (Interstate 105) and Artesia Freeway (SR-91). The Long Beach Freeway (Interstate 710) passes north to south.
- **Major Roadways.** The City's system of arterial streets connects neighborhoods within Compton and provides access to the major roadways. Arterial streets include Alondra Boulevard, Rosecrans, Central Avenue, Compton Boulevard, and Long Beach Boulevard, all corridors that extend into neighboring jurisdictions.
- **Public Transportation.** Compton is served by regional light rail and bus services operated by the Los Angeles County Metropolitan Transportation Authority (Metro). Metro bus routes connect Compton to neighboring cities and other parts of Los Angeles County, offering residents and visitors a means of traveling within the region. Long Beach Transit has lines that serve the Metro station on Artesia Boulevard.
- **Metro Rail.** Compton is also accessible via the Metro A Line light rail system, which connects downtown Los Angeles with Long Beach. The Compton and Artesia stations in Compton provide a convenient rail transit option for commuters and other travelers.
- **Freight Movement.** Compton's regional mobility network also considers the movement of goods. The City is strategically located near the ports of Long Beach and Los Angeles. The Alameda Corridor, a grade-separated rail trench that traverses the City, facilitates the transportation of goods from the ports to regional rail-to-truck transfer facilities near downtown Los Angeles.



Pedestrians walking to Compton Station

Key Mobility Considerations

Community engagement and technical analysis has identified the following key mobility issues for today and the future.

Street Safety

Street safety in Compton is a significant concern due to collisions involving pedestrians and bicyclists, as well as speeding vehicles at major intersections. These accidents often lead to severe injuries or fatalities, highlighting the critical need for improved infrastructure, stronger enforcement of traffic laws, and education. Collisions are concentrated at intersections along major arterial roads like Rosecrans Avenue and Compton Boulevard, with most crashes occurring on Compton Boulevard and Long Beach Boulevard.

Deteriorating Street Infrastructure

Compton's streets suffer from long-term underinvestment in simple maintenance. Potholes in particular pose dangers to drivers and cyclists and can damage vehicles. The state of Compton streets underscores broader issues related to infrastructure investment, staffing shortages, and resource allocation. Limited funding for street maintenance has hampered efforts to address these challenges effectively. Consequently, residents are frustrated and inconvenienced by the poor condition of local roads and sidewalks, which can hinder daily activities and project a sense of neglect.

Blighted Rights-of-Way

Streets throughout the City are plagued by trash buildup and ill-maintained landscaping, conditions that diminish property values and are unsightly and unhealthy. Litter, discarded furniture, and debris clutter sidewalks and roadways. These conditions not only diminish neighborhood aesthetics but attract pests and increase fire and crime hazards. Furthermore, neglect undermines community pride and cohesion, perpetuating a cycle of disinvestment and decline.

Street Takeovers

Street takeovers are illegal gatherings involving drivers performing stunts like donuts and burnouts in intersections or on public roads. These activities disrupt traffic flow, endanger participants and bystanders, and result in property damage, noise disturbances, and heightened accident risks. Moreover, addressing street takeovers strains law enforcement resources, diverting attention from other community needs.



Example of damaged pavement in Compton

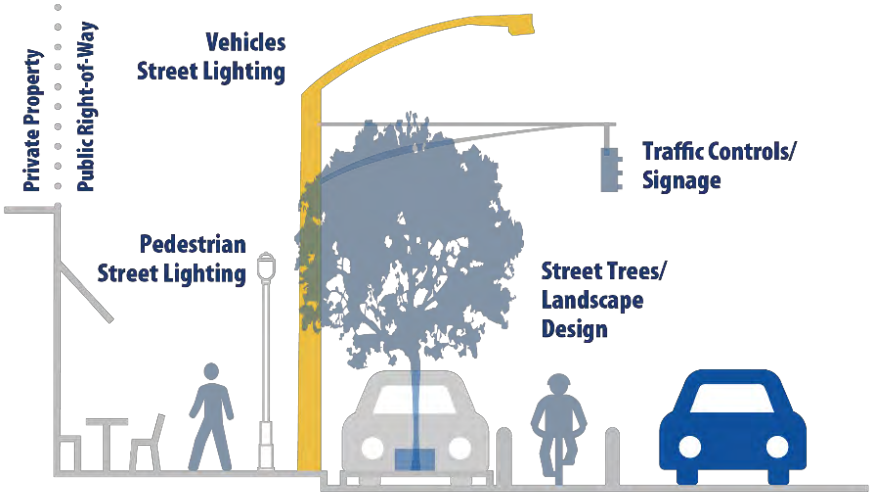
Complete Streets

In Compton, adopting a complete streets approach to mobility planning means integrating multiple modes of transportation into every stage of transportation network development. This approach ensures that streets are not solely designed for one mode of transportation but rather accommodate pedestrians, vehicles, bicyclists, trucks, and trains, recognizing that not all streets can cater to every mode. Some streets may prioritize vehicles, pedestrians, and bicyclists, while others are better suited for trucks and buses. The goal is to create an integrated street network that efficiently moves all modes of transportation. Balancing the needs of automobiles, trucks, cyclists, pedestrians, transit riders, and emerging mobility options while also allowing freight and light rail trains to serve the community is the central focus of this element.

The complete streets planning approach has demonstrated its ability to promote healthier and more equitable communities. Its implementation yields health benefits, including decreased traffic congestion and a reduction in traffic collisions. By providing safer and more accessible pathways for pedestrians, bicyclists, and public transit users, complete streets encourage active living and provide opportunities for exercise. Additionally, the integration of complete streets can lead to improved air quality in surrounding neighborhoods.

Moreover, complete streets can serve as vital social spaces, enhancing community cohesion and interaction. By integrating into streets features like outdoor seating, event spaces, green spaces, and outdoor dining areas, streets evolve into bustling centers of social interaction. Compton residents express a genuine desire for these amenities, envisioning vibrant spaces that foster connections (see Figure OM-1).

Figure OM-1: Complete Streets



Sidewalk Amenity Zone:
- Outdoor Dining
- Street Furniture
- Walking Paths
- Bus Benches

Parking Lane:
- Curb Bulbouts
- Parklets
- Drainage/Sewers
- Stormwater
- Capture/Design
- Parking

Travel Lanes:
- Vehicles
- Bicycles

These spaces not only provide opportunities for recreation and leisure but also facilitate community gatherings and events, fostering a sense of belonging and connection among residents. In essence, the implementation of complete streets goes beyond mere transportation infrastructure; it enriches the fabric of communities, promoting physical health and social well-being.

Street Safety

In addressing street safety issues in Compton, the City can embrace Vision Zero approaches to prioritize residents' safety and eliminate traffic fatalities and severe injuries. Through a holistic approach, the Mobility Element focuses on assessing streets to promote safer behaviors of all road users. This involves implementing measures such as reducing speed limits, enhancing pedestrian infrastructure, and improving intersections to minimize collision risk. Educational campaigns can be used to raise awareness about safe road practices and the importance of obeying traffic laws. Enforcement efforts in collaboration with the Los Angeles County Sherriff's Department can be strengthened to deter reckless driving behaviors, including street takeovers, with increased law enforcement patrols and the use of automated enforcement systems. Compton can also leverage data-driven strategies to identify high-risk areas and prioritize safety improvements. By embracing Vision Zero principles, Compton is committed to creating streets that are safer, more accessible, and equitable for all residents.

Figure OM-2 illustrates intersections where vehicle collisions have been frequented over the past 10 years. Compton completed a Local Roadway Safety Plan that identified the leading causes of collisions. According to the analysis, the most prevalent cause is improper turning, accounting for 1,392 incidents, which represents approximately 22% of all collisions. Following closely behind is unsafe speed, contributing to 1,146 collisions, making up 18% of the total. Additionally, auto right-of-way violations are notable, with 974 reported cases, constituting about 15% of the collision data.

Compton can implement several measures to deter or minimize frequent vehicle collisions at major intersections. These may include enhancing visibility with improved lighting and signage, implementing traffic calming measures such as raised crosswalks to reduce vehicle speeds, adding dedicated turn lanes and protected left-turn signals to prevent conflicts, conducting traffic engineering studies to identify and address specific safety concerns, increasing enforcement efforts to deter reckless driving behaviors, and implementing public awareness campaigns to educate drivers about safe driving practices and the importance of adhering to traffic laws. Additionally, investing in infrastructure improvements and collaborating with local stakeholders and transportation agencies can help prioritize safety and reduce the risk of collisions at major intersections in Compton.



Street crossing improvements

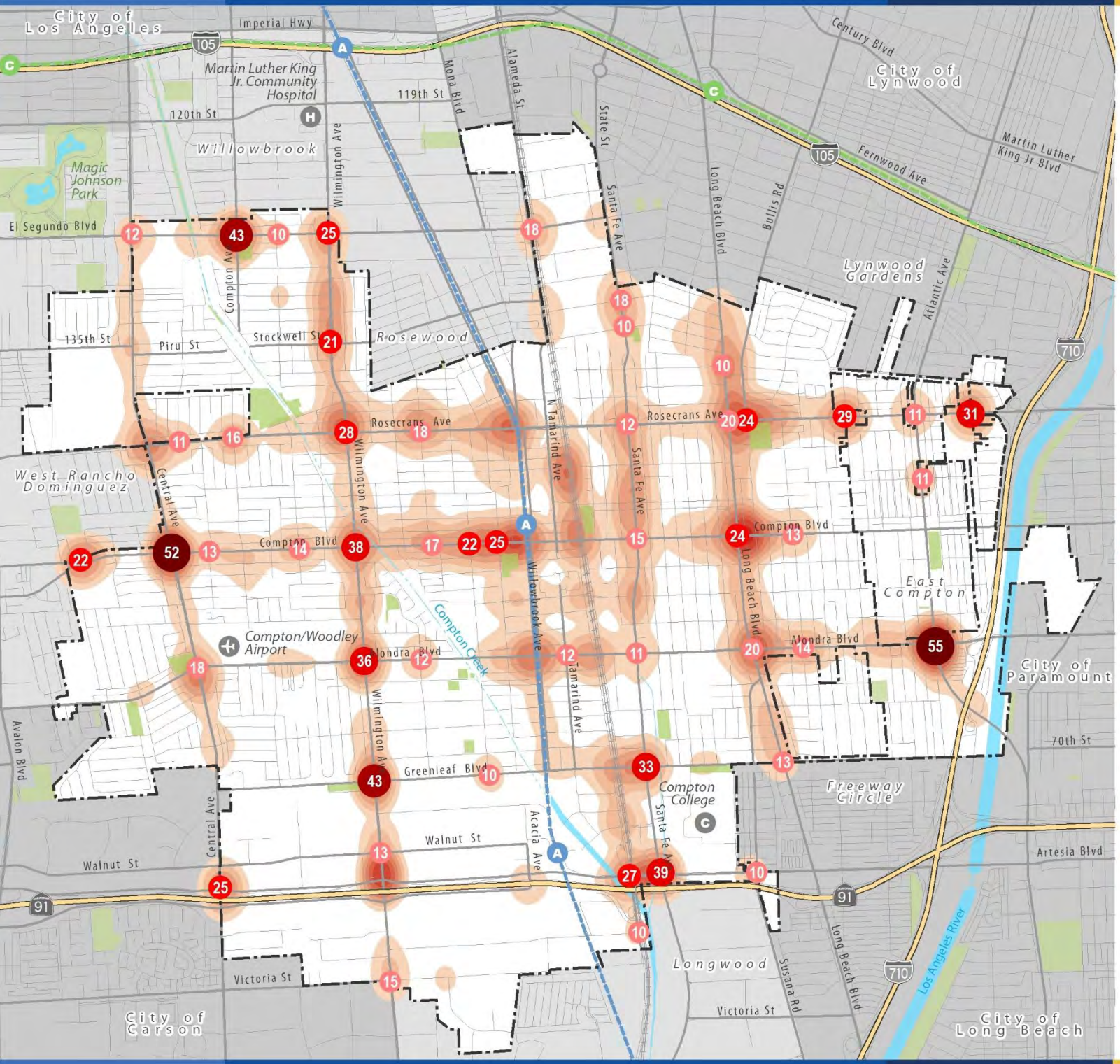


Figure OM-2: Vehicle Crashes

Vehicular Crashes at Key Intersections (2011 to 2021)

- 10 - 20
- 21 - 30
- 31 - 40
- 41 - 50
- Greater than 50

Vehicle Crash Density (2011-2021)

- Low Number of Crashes
- High Number of Crashes

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Transportation Injury Mapping System, UC Berkeley, 2011-2021.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Pedestrian Plan

The Pedestrian Plan outlines strategies to enhance pedestrian infrastructure and safety citywide. This plan focuses on creating walkable environments, promoting active transportation, and reducing dependence on cars. By prioritizing pedestrian needs and community input, it aims to improve connectivity and accessibility while fostering vibrant, sustainable neighborhoods throughout the City.

Walkable Streets for Pedestrians

Safe, accessible, and comfortable pedestrian paths encourage walkability in residential neighborhoods and business districts for people of varying abilities and ages. When the street environment supports walking with wide sidewalks, sidewalks offset from the curb, well-marked crosswalks, street trees for shade, and easily identifiable and accessible building entrances, the number of people who walk increases significantly. What do pedestrians need to feel comfortable as they walk around an area? Walkable environments incorporate features to address:

- **Safety.** People walking need to be protected from vehicles traveling at high speeds, truck noise, emissions, and train crossings. Streets can be made safe for pedestrians through thoughtful urban design, including traffic-calming measures, ample lighting, and clear signage. To feel safe from vehicles, measures such as lower speed limits, well-marked crosswalks, traffic signals, raised pedestrian crossings, and separated bike lanes can be implemented and can help pedestrians feel safer.
- **Convenience and Comfort.** People who walk need the street to provide for their physical abilities and mental ease. People on foot need to be able to get where they are going directly, without going out of their way. Streets can be made more comfortable and convenient for pedestrians by incorporating wider sidewalks, curb ramps, pedestrian-friendly traffic signals, ample seating areas, shade-providing trees, night-time lighting, and pedestrian-oriented streetscapes and buildings.

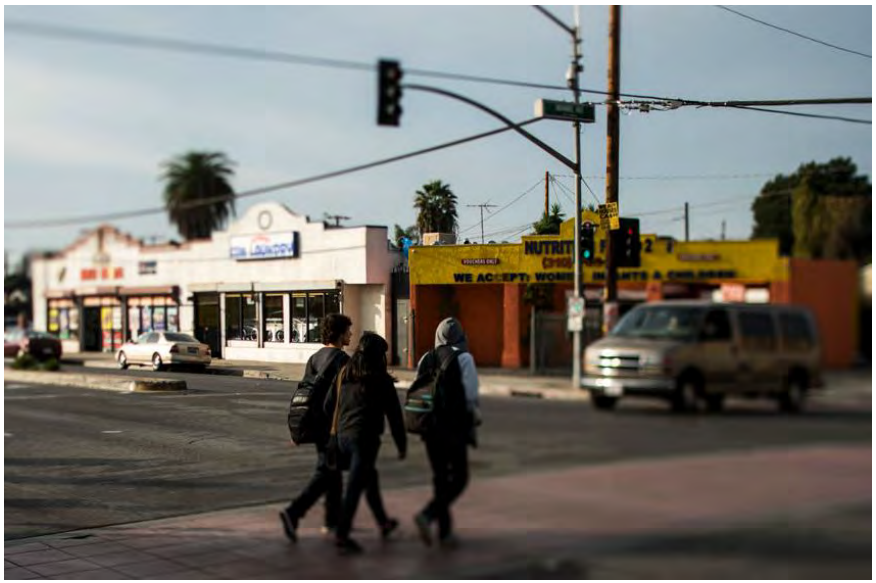
Safer Streets for Pedestrians

The City has identified a focused strategy to minimize severe injuries that occur on local streets. This multipronged approach focuses on programs and policies categorized by design, law enforcement, and information. As many modern roadways have been designed for the efficient use of motor vehicle traffic, the consideration of bicyclist and pedestrian safety and convenience has often been a secondary concern. A complete streets strategy involves designing to meet pedestrian and bicyclist mobility and safety needs rather than assume they will not use the facility.

Key principles in keeping streets safer for pedestrians include:

- **Street Improvements.** Reconfiguring streets to slow down cars involves implementing various design measures aimed at reducing vehicle speeds and enhancing safety for all road users. Implementing improvements along an expanded multimodal network, including reconfigured roads with separated bicycle lanes and enhanced safety features for pedestrian crossings.
- **Traffic Calming.** Conducting speed management projects, including traffic calming road design changes and setting appropriate speed limits for all road users. This can include narrowing travel lanes, adding speed humps or raised crosswalks, installing curb extensions or chicanes to create visual narrowing, and implementing road diets by reallocating space from vehicle lanes to other uses like bike lanes or wider sidewalks.
- **Safety Enhancements.** Installing safety enhancements such as upgraded pedestrian crossings, sidewalks, and additional lighting to support pedestrians, cyclists, and users of mobility assistive devices.

- **Safe Routes to School.** Developing safe routes to school and public transit involves promoting walking, biking, and transit use around public and private schools, as well as Compton College. Key strategies include adding crosswalks, flashing school zone signs, sidewalks, speed humps, and crossing guards, alongside educational programs to teach students and drivers about pedestrian safety.
- **Increased Enforcement.** No one likes getting a traffic ticket. Increased enforcement, with signage warning motorists and bicyclists of a no-nonsense approach to traffic law enforcement, can increase driver/rider vigilance.



Pedestrian crossing Rosecrans Avenue at Aranbe Ave

Comfortable and Convenient Streets

When a pedestrian sets out on a trip, his or her comfort depends upon the environment. On warmer days, walkers will be uncomfortable unless their route is shaded, with places to rest and water to drink. If signs are misleading, pedestrians may become tired and frustrated during searches for their destination. When sidewalks are poorly maintained and graffiti covers walls or fences, people walking may feel threatened, in contrast to people in cars, who can relax in the familiarity and safety of their vehicle. This means that people walking rely heavily on features such as:

- **Short Blocks and Pedestrian Short Cuts.** Smaller street blocks create shorter walking distances for pedestrians. Although the street system in Compton is well established, pedestrian short cuts within mixed-use and commercial centers and linkages within blocks and between buildings create environments that are easy to navigate and conducive to walking.
- **Urban Cooling.** Urban cooling includes shade trees, shade elements and shelters (e.g., shade sail), hydration stations, and cool pavements to keep pedestrians cool under warm walking conditions and minimize impacts from the hot weather and heat-reflective surfaces.
- **Comfort.** Convenient seating and benches create respites for comfort, especially for people walking long distances and enhancing accessibility and inclusivity for individuals with mobility impairments, such as those who use wheelchairs, walkers, or strollers.
- **Wayfinding and Signage.** Wayfinding signage can be used to educate and inform visitors of their new surroundings to help familiarize themselves with the features and functions of the

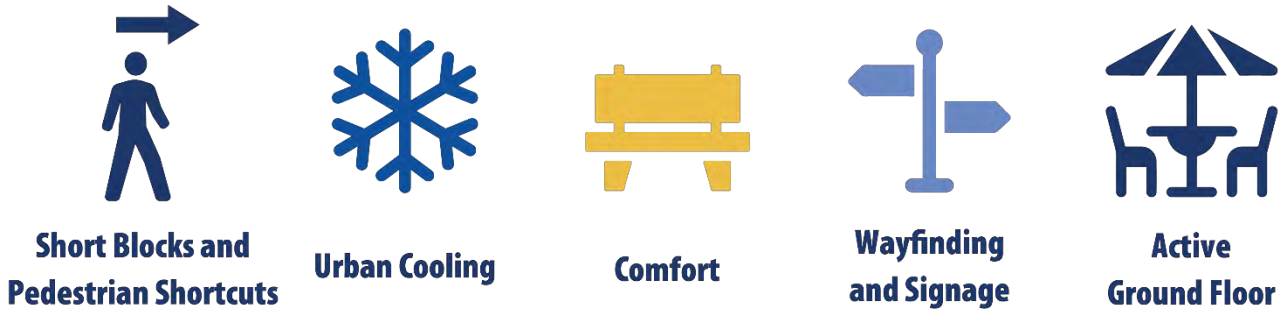
space they are in. Mobile devices and electronic displays can allow users to interactively experience Compton's historical and cultural landmarks.

- **Active Ground Floor.** The ground floor is where vibrancy and public life exist and is most visually apparent. People coming and going from businesses or sitting on terraces having a drink or eating a meal—this all happens at the street level on the ground floor. Activating the ground floor is not practical for all of Compton given the industrial character of much of the City, but is ideal within pedestrian priority zones, mixed-use districts, and the downtown setting (see Figure OM-3).



Example of pedestrian sidewalk improvements

Figure OM-3: Comfortable Street Elements

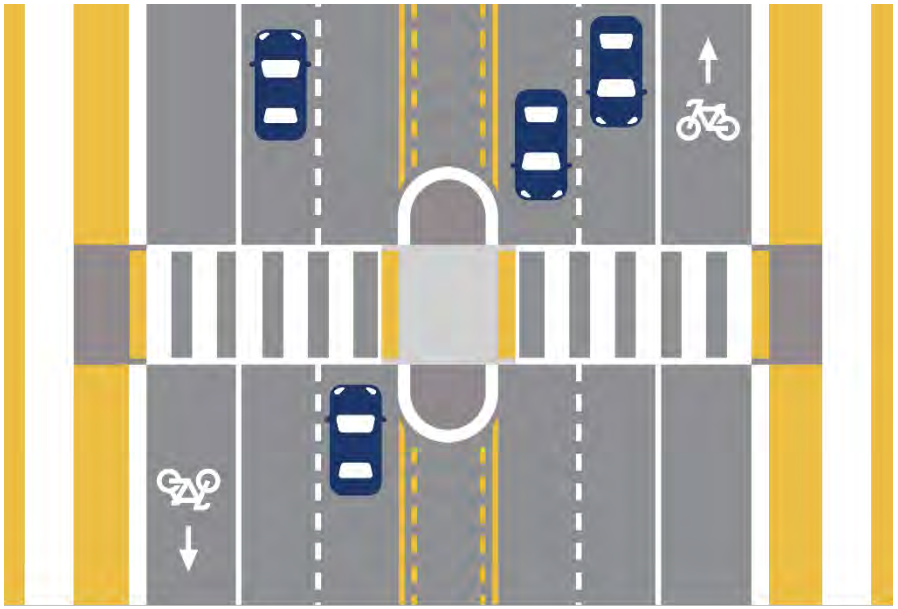


Sidewalks and Crosswalks

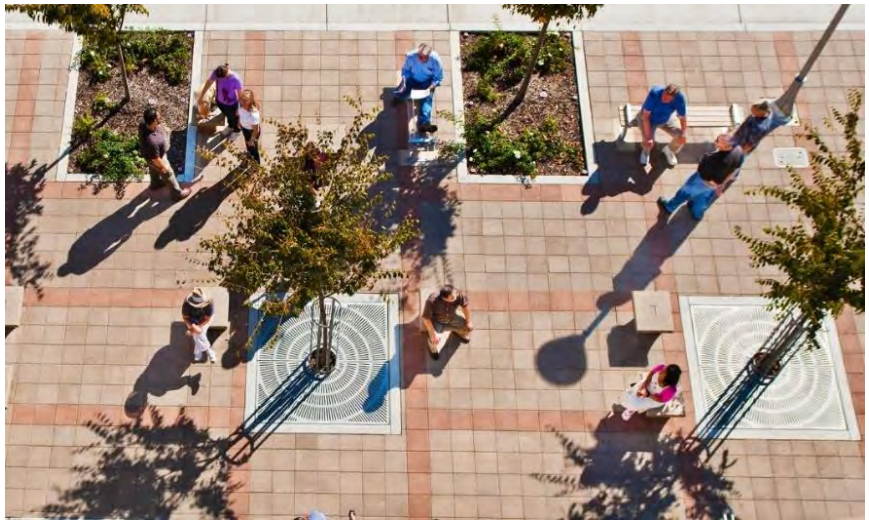
While the City has a relatively complete sidewalk network in residential neighborhoods, a few residential streets lack sidewalks (see Figure OM-4). Adding sidewalks to existing streets can be costly and almost infeasible where right-of-way does not exist, but retrofits can be accomplished when funds are available. Improvements to existing walking paths can include adding shade trees and curb cuts to accommodate wheelchairs and strollers. All new developments will require sidewalks on both sides of the streets and include the planting of climate appropriate shade trees.

Marked crosswalks are an essential tool for helping pedestrians move safely, conveniently, and predictably across roadways. In the City, both intersections and some mid-block crossings feature different types of crosswalks, such as stamped colored crosswalks, ladder crosswalks, and standard painted crosswalks. See Figure OM-5 for locations of crosswalks and signal lights. Crosswalks can also provide a unique streetscape design treatment to emphasize pedestrians' presence and right-of-way. Streetscape design should emphasize crosswalks, where warranted, as a fundamental part of the pedestrian realm, not as an intrusion into the roadway reserved for vehicles only.

Midblock crosswalks and safety islands facilitate crossings to places that people want to go but that are not well served by the existing traffic network. These pedestrian crossings, which commonly occur at schools, parks, bus stops, and other destinations, have historically been overlooked or difficult to access, creating unsafe or unpredictable situations for both pedestrians and vehicles. The Compton Department of Public Works will consider midblock crossing when deemed necessary and/or feasible.



Example of mid-block crossing



Example of sidewalk improvements

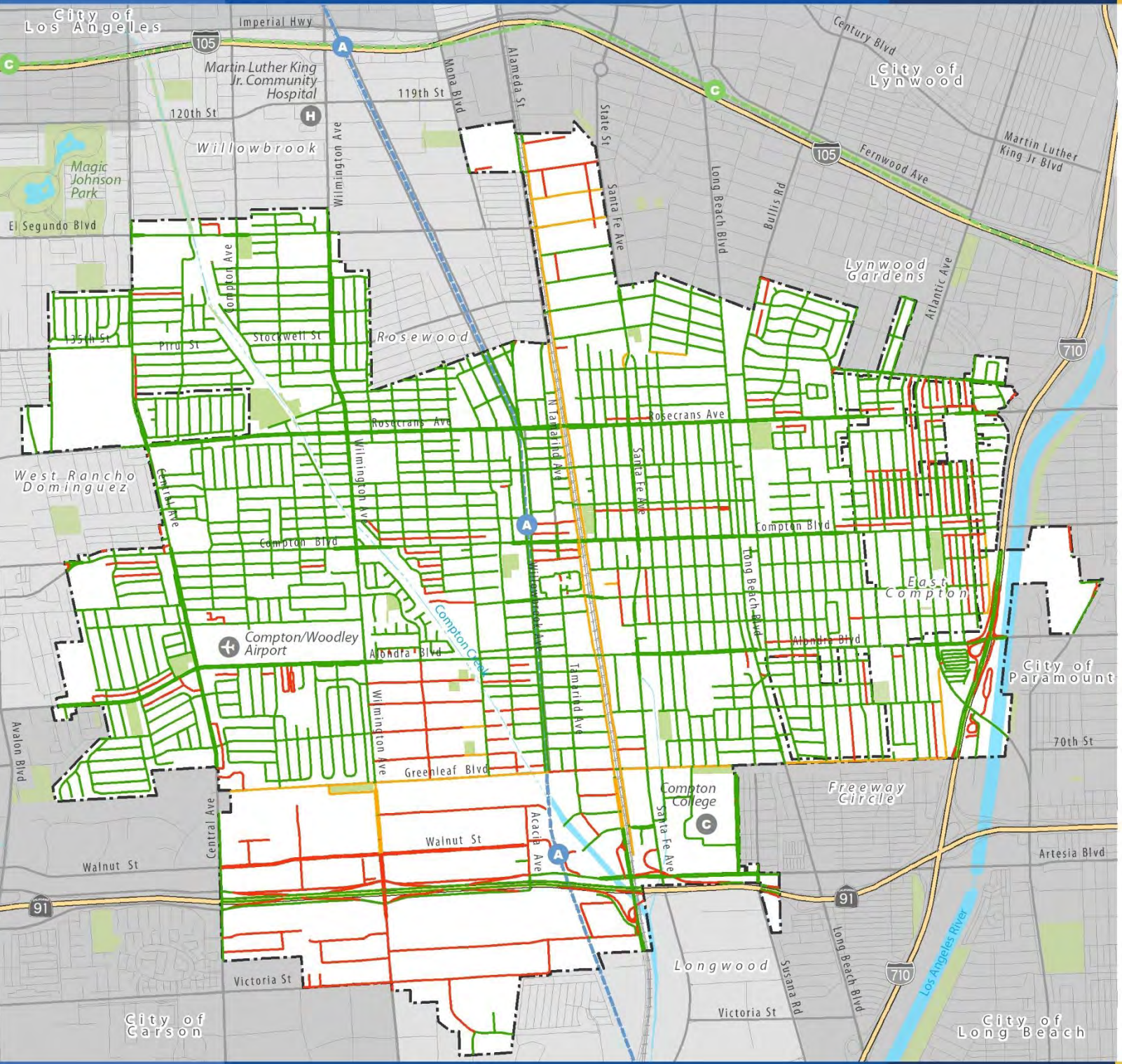


Figure OM-4: Sidewalks

Sidewalk Availability

- No Sidewalks
- Sidewalks on One Side
- Sidewalks on Both Sides

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: City of Compton and MIG, 2022.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

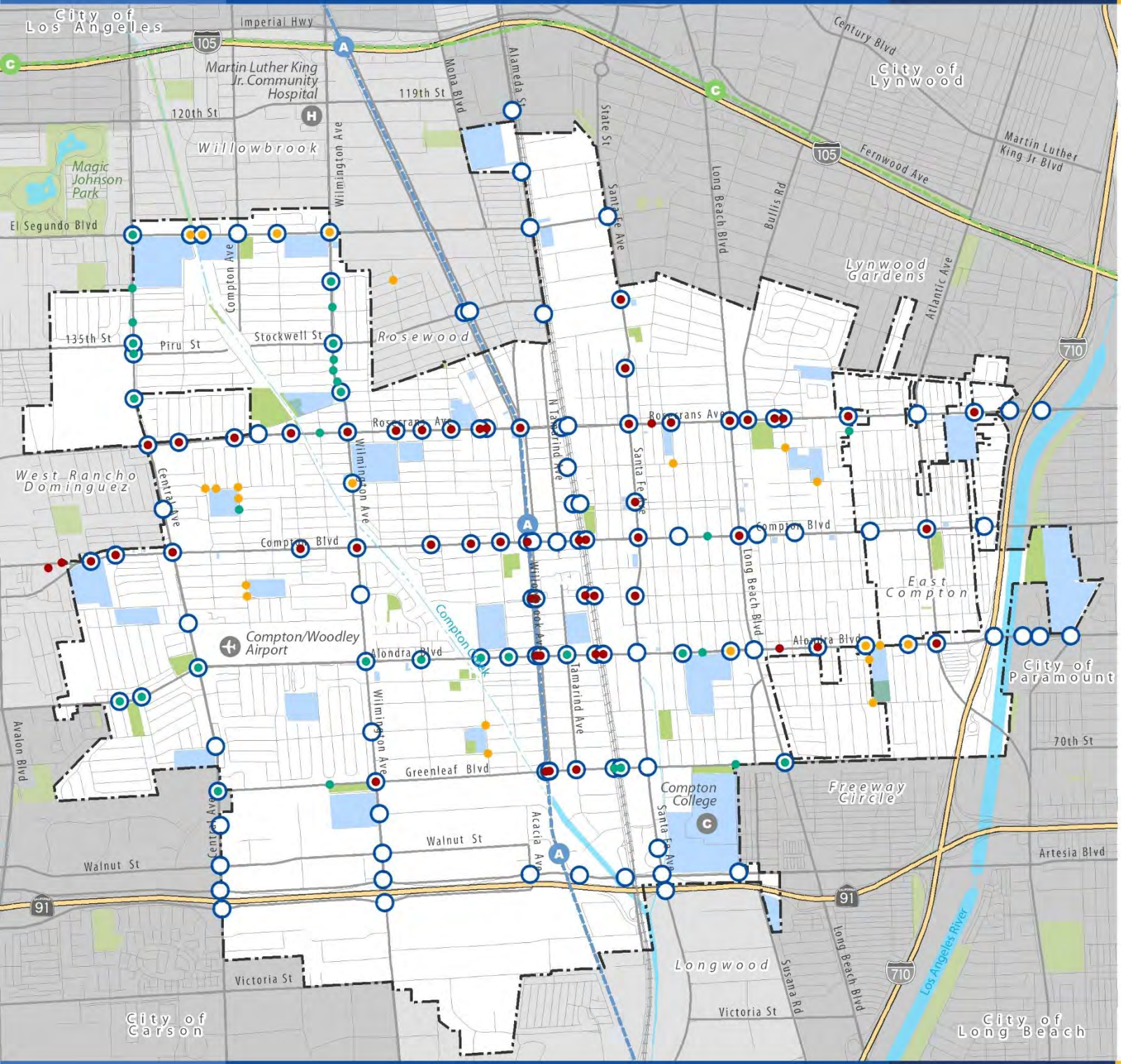


Figure OM-5: Street Intersections and Crosswalks

Intersections and Crosswalks

- Signal Light
- Red-Colored Stamping
- Yellow Zebra Crossing
- White Zebra Crossing

Schools and Parks

- Schools/Educational Facilities
- Park/Recreation Facilities

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: City of Compton and MIG, 2022.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

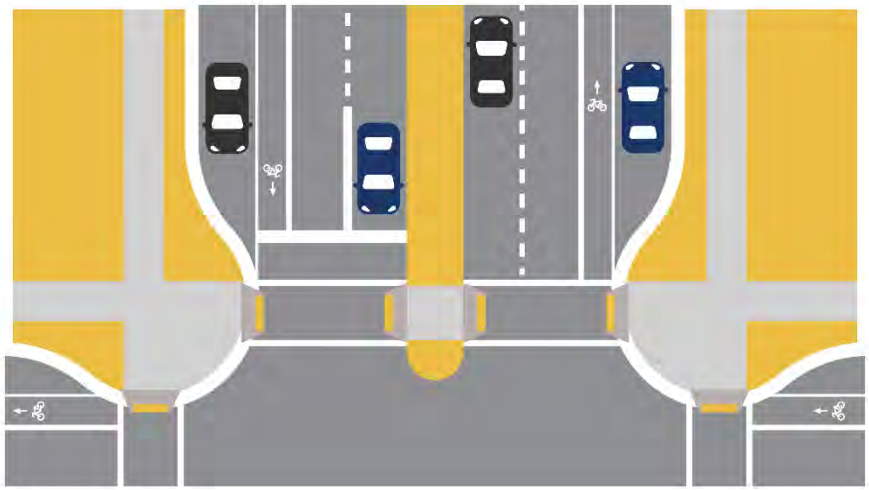
Pedestrian Priority Streets

Pedestrian priority streets are streets that include improvements that increase the safety, convenience, and comfort for pedestrians. These streets can provide direct routes to schools, parks, commercial districts, and transit stations. The following are the different types of priority streets, as shown in Figure OM-6.

Long Beach Boulevard

Long Beach Boulevard offers high-quality transportation options to residents and commuters. With its fixed-route bus service, the boulevard ensures convenient and reliable access to public transportation. During peak commute hours, service intervals on this route are consistently maintained at no longer than 15 minutes, facilitating efficient travel for passengers. This frequent and punctual service enhances accessibility and contributes to reducing congestion and promoting sustainable mobility in the community. Pedestrian priority improvements that can be added to a corridor with a high-frequency bus line include:

- **Bus Priority Lanes.** Collaborate with Metro on NextGen Bus Plan or designating lanes exclusively for buses to reduce congestion and improve bus travel times, allowing pedestrians to cross safely without interruptions from vehicle traffic.
- **High-Visibility Crosswalks.** Installing high-visibility crosswalk markings and signage to enhance pedestrian visibility, thus encouraging drivers to yield to pedestrians at intersections and mid-block crossings.
- **Pedestrian Refuge Islands.** Constructing pedestrian refuge islands at mid-block crossings to provide safe havens for pedestrians to wait while crossing the street, particularly on wide corridors with heavy traffic.
- **Signalized Crossings.** Installing pedestrian-activated signalized crossings at key intersections along the corridor to provide dedicated crossing times for pedestrians and improve safety.
- **Bulb-Outs and Raised Crossings.** Constructing bulb-outs or raised crossings at intersections to reduce crossing distances for pedestrians, slow vehicle speeds, and improve visibility at crossing points.



Example of bulb-outs at an intersection

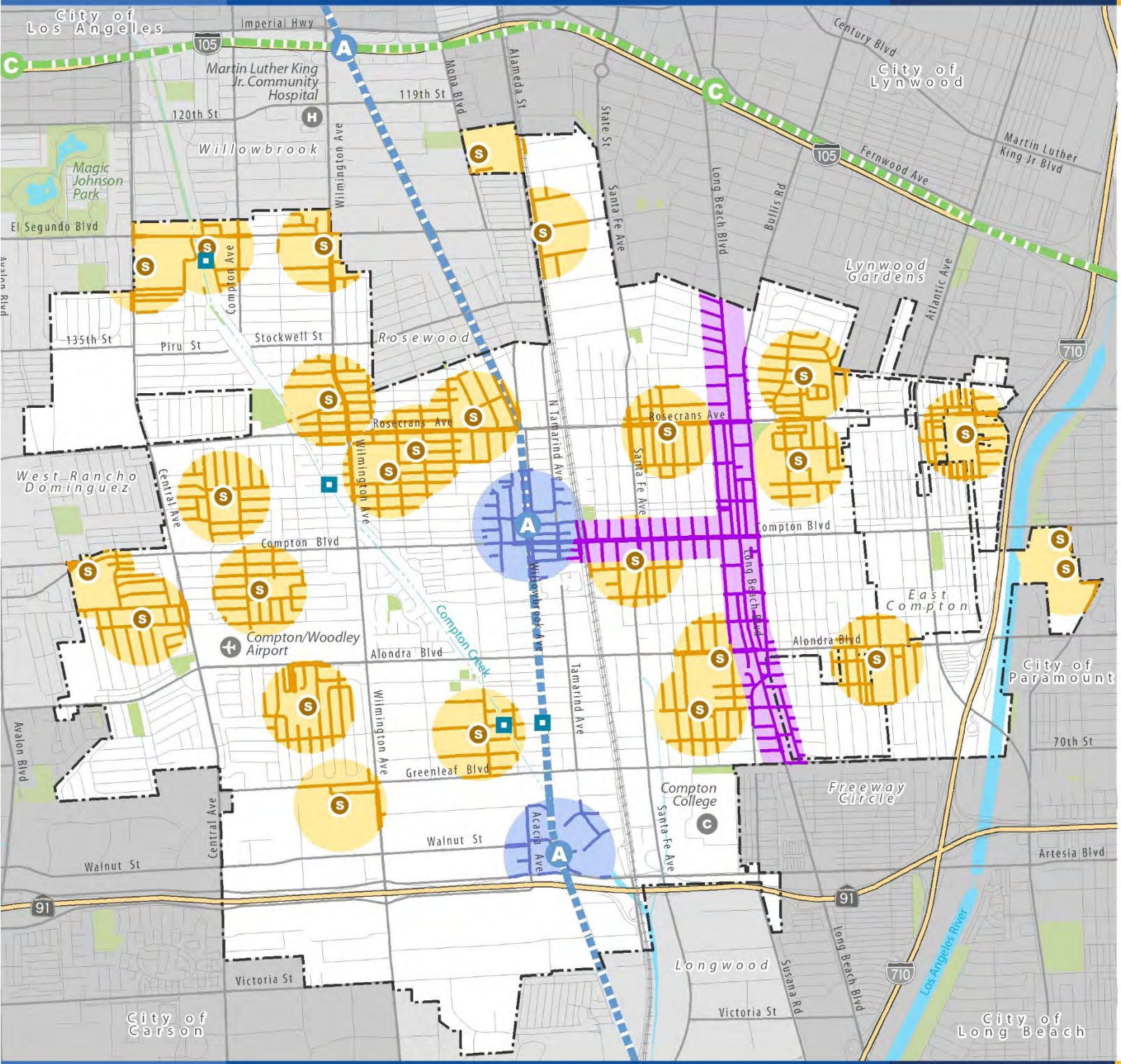


Figure OM-6: Pedestrian Priority Zones

Pedestrian Priority Zones
- Light Rail Station Zones
- Downtown and Transit Zones
- School Zones

Pedestrian Bridge
- Pedestrian Bridge

Metro Rail Stations/Lines
- Metro A Line (Blue)
- Metro C Line (Green)

Base Map Features
- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Metro, LADOT, Long Beach Transit, and UrbanFootprint, 2021.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

- **Enhanced Lighting.** Improving street lighting along the corridor to enhance visibility for pedestrians, particularly during nighttime hours, and increase overall safety.
- **Transit Shelters and Amenities.** Installing transit shelters, seating, and other amenities at bus stops along to improve the comfort and convenience of pedestrians waiting for buses.
- **Wayfinding and Information Signage.** Installing wayfinding signs and information panels at bus stops and key pedestrian crossings to provide clear guidance and improve the pedestrian experience.

Metro A Line Compton Station and Artesia Station

The light rail Compton Station and Artesia Station link travelers to destinations throughout Los Angeles County. These stations serve as hubs where various transportation modes converge, offering residents the ability to board buses or use on-demand services to reach destinations beyond the rail stations. The trains facilitate seamless travel for the community to employment centers, educational institutions, and recreational destinations. By accommodating multiple modes of transportation, including bus services, bicycles, and pedestrian pathways, these stations promote multi-modal connectivity, reducing dependency on private vehicles and alleviating traffic congestion.

Adjacent to Compton Station is the Martin Luther King Jr. Regional Transit Center, which enhances connectivity by providing access to bus routes and transit services operated by different agencies. This interconnectivity allows commuters to easily transfer between different modes of transportation, maximizing accessibility and mobility options. Additionally, they enhance accessibility and mobility options for residents, particularly those without personal vehicles, ensuring equitable transportation access across the community.

- **Downtown and Compton Boulevard.** In addition to the Compton Station, downtown Compton streets, like Compton Boulevard, should be equipped with pedestrian-friendly features such as wider sidewalks and designated pedestrian zones. These specialized zones, known as sidewalk amenity zones, span the area between buildings and sidewalks, providing room for outdoor seating and street furniture. These enhancements create a more welcoming environment for pedestrians and provide safer conditions by offering ample space for walking.
- **Mixed Use Street Corridors.** Compton's mixed-use corridors present unique transportation needs due to the blend of residential, commercial, and recreational land uses. The corridors require a transportation infrastructure that accommodates various modes of travel, including pedestrians, cyclists, public transit users, and motorists. To meet these needs effectively, the corridors should prioritize pedestrian safety by incorporating ample sidewalks, well-marked crosswalks, pedestrian-friendly amenities, and first/last mile improvements around bus stops. Additionally, dedicated bike lanes and bike-sharing programs can encourage cycling as a sustainable mode of transportation and using a complete street approach. Efficient and reliable public transit options, such as bus routes, are essential for connecting residents and visitors to key destinations within the corridor and beyond. Furthermore, the integration of smart transportation technologies, like real-time transit information systems and traffic management solutions, can optimize traffic flow and improve overall mobility. By addressing these diverse transportation needs, a mixed-use corridor can foster vibrant, accessible, and sustainable communities.
- **Safe Routes to Schools and Parks.** Safe Routes to School streets, typically within a one-quarter-mile radius around schools, are areas prioritized for enhancements such as improved

intersections, crosswalks, and the addition of missing sidewalks or curb cuts where possible. Similarly, Safe Routes to Parks initiatives aim to improve amenities around parks, recreational areas, and public gathering spaces. These enhancements may include streetlights, connected sidewalks, and bicycle facilities, all designed to promote safety and accessibility for pedestrians and cyclists.

Pedestrian Street Improvements

Categories of recommended pedestrian projects are:

1. **Sidewalks and Paths.** New sidewalks/paths, sidewalks offset from the curb, meandering sidewalks, and sidewalk gap closures make walking along the street safer, more comfortable, continuous, and accessible for people using mobility devices.
2. **Crossing Enhancements.** Crossing enhancements make crossing the street at intersections and midblock easier, including high-visibility crosswalks, advance yield markings, and pedestrian refuge islands.
3. **Curb Treatments.** Curb ramps and curb extensions and intersections increase accessibility for people crossing the street and accessing sidewalks from the street.
4. **Beacons and Signals.** Beacons and pedestrian-activated warning devices (e.g., Rectangular Rapid Flashing Beacons [RRFBs]) to help people safely cross the street at uncontrolled locations, particularly where high traffic volumes or speeds are prevalent.
5. **Green Infrastructure.** Trees, landscaping, and stormwater capture features provide shade, increase cooling green space, contribute visual character, and improve comfort for pedestrians.

Universal Access and Design

Seniors and disabled persons face similar challenges: transportation system designs and policies that impair their ease of mobility and access. Such barriers include missing sidewalks, poorly marked intersections, inadequate time to cross wide intersections, and a lack of benches for resting.

Universal design (also called inclusive design or accessible design) refers to facility designs that accommodate the widest range of potential users, including people with mobility and visual disabilities and other special needs. Transportation efficiency can be encouraged by universal design. Increased walkway widths and smooth walking surfaces improve convenience for all travelers, not just those with mobility impairments. Curb ramps are important for people using handcarts, scooters, baby strollers, bicycles, and wheelchairs.

Bicycle Network Plan

A transportation system that integrates a comprehensive network of bicycle facilities—from bicycle routes to bike racks—results in fewer vehicle trips, reduces greenhouse gases, and improves air quality. An added benefit is that people get exercise while cycling. Recognizing that trucks and bicycles do not mix well, the Bicycle Network Plan identifies paths along the San Gabriel River and streets to accommodate bike facilities that provide connections from neighborhoods to parks, schools, activity areas, and commercial centers, while ensuring alternative connections to avoid bike facilities on major truck routes.

Bicycle Facility Types

In planning and designing bicycle facilities, the City takes design cues from Caltrans' Highway Design Manual standards and the City's 2021 Active Transportation Plan. Compton supplements these classes of facilities with modified design standards customized for its context and in the future, to accommodate other bicycle design classifications. Shared street facilities are comparatively low-cost ways to start a comprehensive and functional bicycle network since existing rights-of-way are used. Location of bicycle facilities are shown in Figure OM-8.

Off-Street Bike Facilities

Pathways separated from the street right-of-way and intended for the exclusive use by bicyclists are called off-street bike facilities or shared use paths (Class I).

On-Street Bike Facilities

On-street facilities include bike routes, striped bike lanes, and buffered bike lanes (Class II, Class III, Class IV). These facilities are recommended where the desired bicycling route follows an existing street and where traffic speeds and volumes are low enough to permit an adjacent facility, but high enough to preclude a "shared" facility. As a simple rule for low-stress bike lanes, the greater the separation from vehicle traffic, the better. Buffered bike lanes are recommended anywhere roadway space allows. Protected bike lanes, which are separated from vehicle lanes by vertical physical barriers, are recommended where vehicle speeds and volumes are high.

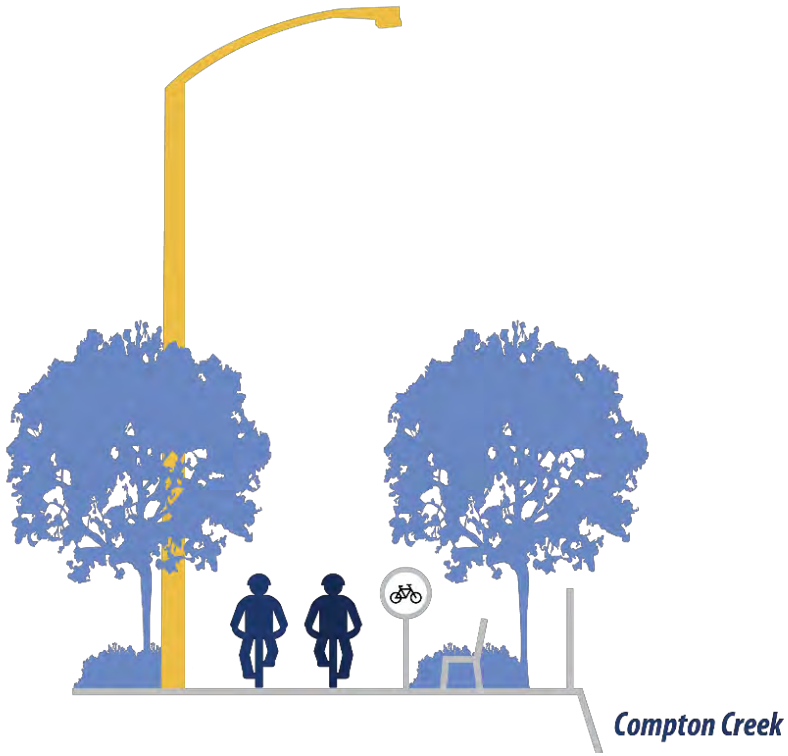
Bicycle Amenities

Bicycle amenities are thoughtful investments in bicycle infrastructure that complement bicycle travel.

- **Bicycle Parking and Storage.** Ample bicycle parking encourages people to bicycle more often, increases business visibility by installing parking spaces in front of stores, and provides well-designed shared spaces for bicyclists and pedestrians. Understanding bike parking design and function can help communities prioritize needs, functionality, and optimal design considerations. Standard bicycle racks like hoop, wave, and grid style are simple in design and cost effective and keep cyclists from locking their bikes to trees or streetlights.
- **Bicycle Shelters.** Bicycle shelters provide bike storage in areas that would not normally accommodate bicycle parking. Shelters come in a variety of styles and sizes, including modular systems that provide covered and secure bicycle storage while being extremely space efficient and cost effective.
- **Bike Rooms.** Bike rooms provide high-security, long-term parking when there are no outdoor shelters or lockers. Dedicated indoor bicycle storage rooms are praised by bicyclists for residential and commercial use.

- **End-of-Trip Facilities.** Cyclists and non-cyclists agree on the need to provide good parking for bicyclists – especially secure, sheltered parking to help prevent theft, protect bicycles from inclement weather, and keep them out of the way of pedestrians. People appreciate amenities that encourage them to bike more often, such as offering tools like public repair stands where people need them – near streets, shops, trails, and bicycle storage areas. Other end-of trip facilities may include bike wash stations, showers, and locker rooms to store changes of clothes.

Figure OM-7: Class I – Shared Use Path





Protected bicycle lane

Class I: Shared Use Path

Class I: Shared Use Patha type of bicycle path that is physically separated from motor vehicle traffic by an open space or barrier. These paths are designed to be used by bicyclists, pedestrians, and other non-motorized users. They are often referred to as multi-use trails, greenways, or shared-use paths, such as the trail along Compton Creek or the Los Angeles River.

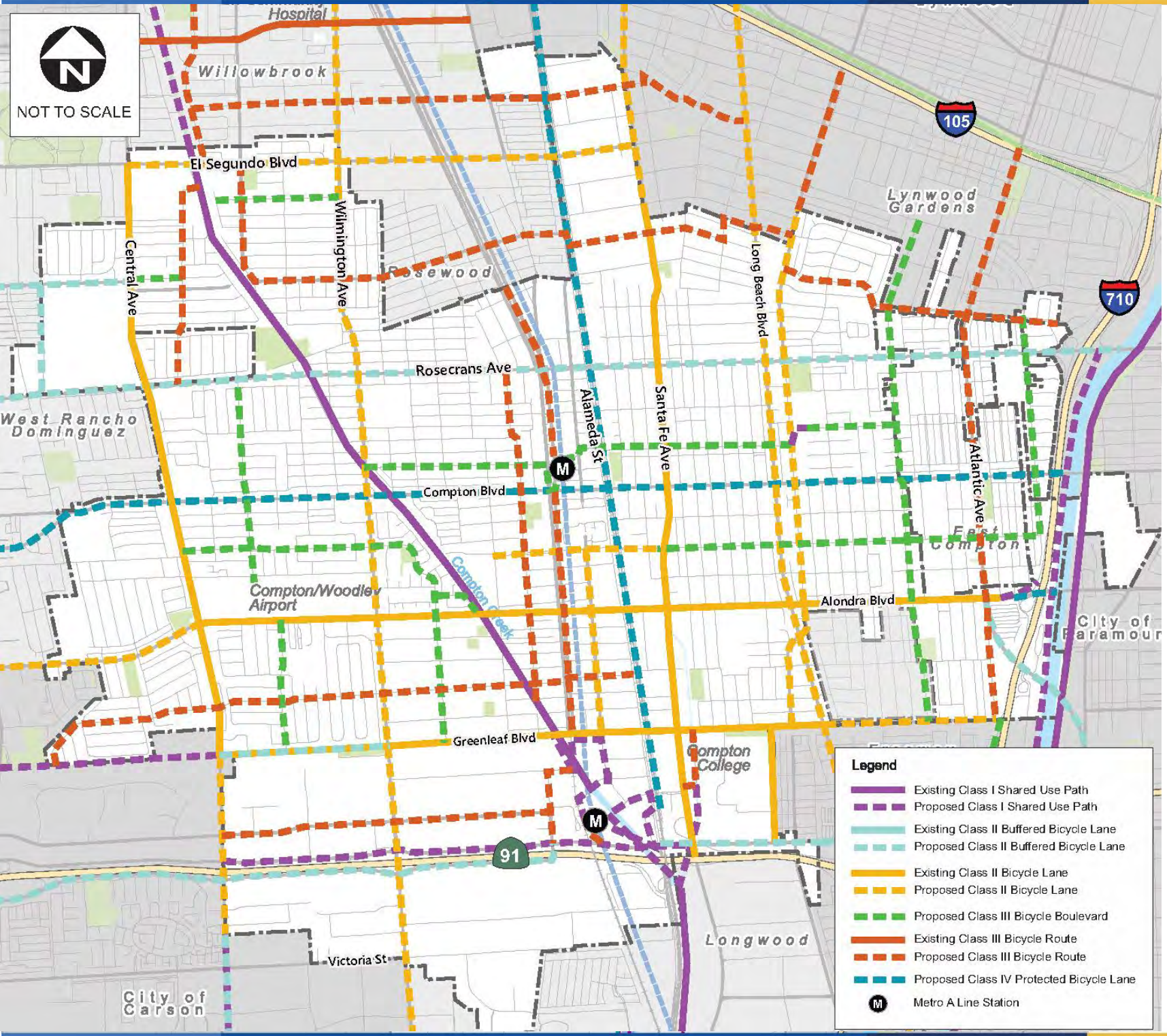


Figure OM-8: Bicycle Network

Figure OM-9: Class II – Bicycle Lane



Class II: Bicycle Lane

A Class II Bicycle Lane is a designated portion of a roadway that is specifically reserved for the use of bicycles. It is typically marked with painted lines on the road surface, often accompanied by symbols such as a bicycle icon, and may include signage to indicate its purpose. Class II Bicycle Lanes are intended to provide a safer space for cyclists by giving them a defined area on the road, reducing the potential for conflicts with motor vehicles. These lanes are usually located on the right side of the road, between the vehicle travel lane and the curb or parking lane.

Figure OM-10: Class III – Bicycle Route



Class III: Bicycle Route

A Class III Bicycle Route is a shared roadway where bicycles and motor vehicles coexist in the same travel lanes. Unlike a dedicated bike lane, this route is marked with signs or pavement markings, such as "sharrows" (shared lane markings), to indicate that the road is intended for use by both cyclists and motorists. Class III routes are typically found on streets with lower traffic volumes and speeds, where a separate bike lane is not feasible or necessary. These routes help to promote safe and efficient sharing of the roadway by all users.

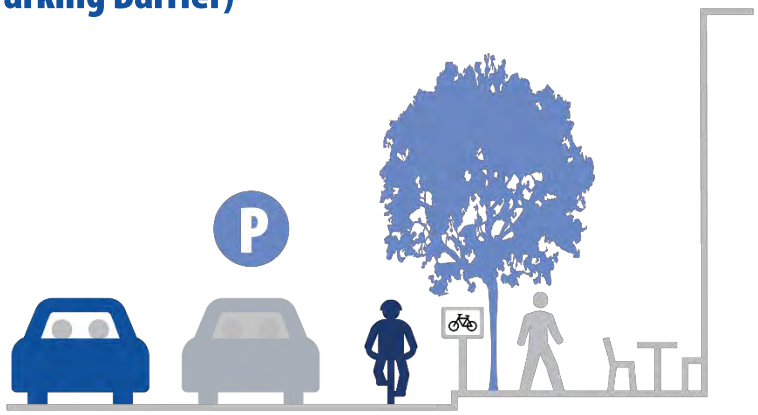
Figure OM-11: Class IV – Protected Bicycle Lane



Class IV: Protected Bicycle Lane

A protected bike lane is a type of bicycle lane that includes an additional buffer zone separating the bike lane from adjacent motor vehicle travel lanes or parking lanes. The purpose of the buffer is to provide extra space and safety for cyclists, reducing the risk of conflicts with moving vehicles or "dooring" incidents (when a car door is opened into the path of a cyclist).

Figure OM-12: Class IV – Protected Bicycle Lane (Parking Barrier)



Class IV: Protected Bicycle Lane (Parking Barrier)

This type of bike lane provides a physical separation between cyclists and motor vehicle traffic, using parked cars as barriers. In this configuration, the bicycle lane is positioned between the sidewalk and a row of parked vehicles, with the parked cars serving as an additional buffer between cyclists and moving traffic. This design enhances cyclist safety by providing a more secure and comfortable riding environment, reducing the risk of conflicts with motor vehicles.

Micro Mobility

Micro mobility refers to short-distance transportation options that typically involve small, lightweight vehicles such as electric scooters, electric bicycles, and shared bicycles. These transportation modes are designed for individual or shared use and are well-suited for suburban environments. Micro mobility offers convenient and environmentally friendly alternatives to traditional modes of transportation, particularly for trips within neighborhoods or for first- and last-mile connections to public transit. By providing flexibility, affordability, and accessibility, micro mobility contributes to reducing traffic congestion, lowering emissions, and promoting more active lifestyles. Small electric scooters and bikes offer several benefits to the transportation network:

- **Last-mile connectivity.** Electric scooters and bikes provide convenient options for short trips, filling the gap between public transit stops and final destinations. This enhances the overall accessibility and usability of public transportation systems.
- **Reduced traffic congestion.** By encouraging people to use alternative modes of transportation for short trips, electric scooters and bikes help alleviate traffic congestion on roads and highways, particularly during peak travel times.
- **Environmental sustainability.** Electric scooters and bikes produce zero emissions during operation, contributing to improved air quality and reduced greenhouse gas emissions compared to traditional vehicles. This aligns with sustainability goals and helps combat climate change.
- **Cost-effectiveness.** Electric scooters and bikes are often more affordable than owning and operating a car. This makes them an attractive option for individuals looking to save money on transportation expenses, especially for short-distance trips.
- **Flexibility and convenience.** Electric scooters and bikes are easy to use and can navigate through traffic and narrow streets more efficiently than larger vehicles. They also offer greater flexibility in terms of parking options, as they require minimal space for storage.

Overall, integrating small electric scooters and bikes into the transportation network complements existing modes of transportation, promotes sustainable mobility, and enhances the overall efficiency and accessibility of urban transportation systems.



Electric bike is an affordable mobility option

Expanding Transit Use

Quality transit service is critical for people who do not own cars and can encourage use by people looking for more pleasant commutes. As a suburban community, Compton has long lacked the needed concentration of population for regular bus service, although a resident population (as of 2024) of 93,761[1] persons, coupled with a day-time employee population of around 40,000 and just under 5,000 students at Compton College, suggests that transit can fill a need. Trends such as work-from-home and an increase in young adults foregoing car ownership mean that buses, light rail transit, and other forms of transportation are more necessary. Transit will grow to be an important mobility mode in Compton.

Increasing transit usage requires a combination of strategies for improving accessibility, convenience, affordability, and overall user experience, such as:

- **Improving Service Frequency and Reliability.** Ensuring that buses and trains run frequently and adhere to schedules can make transit a more reliable option for commuters. Investing in infrastructure upgrades and implementing technologies like real-time tracking can help minimize delays and improve service reliability.
- **Expanding Transit Coverage.** Increasing the reach of transit networks to underserved areas can attract new ridership. This could involve extending bus routes into neighborhoods with limited access to public transportation.
- **Enhancing Connectivity.** Integrating different modes of transit, like ride-hailing or bike-sharing, can provide seamless connections and thereby make transit more convenient and appealing for passengers.
- **Promoting Transit-Oriented Development (TOD).** Encouraging dense, mixed-use development around transit stations and along transit corridors can create walkable communities where residents are more likely to use public transportation for their daily needs.
- **Implementing Fare Incentives.** Offering discounted fares for frequent riders, students, seniors, or low-income individuals can make transit more affordable and attractive. Free or reduced-price transfers between different transit modes can also encourage ridership.
- **Enhancing the Passenger Experience.** Investing in comfortable, clean, and safe transit vehicles and stations, as well as providing amenities such as wi-fi, bike racks, and information displays, can improve the overall passenger experience and make transit a more appealing option.

Transit Priority Areas

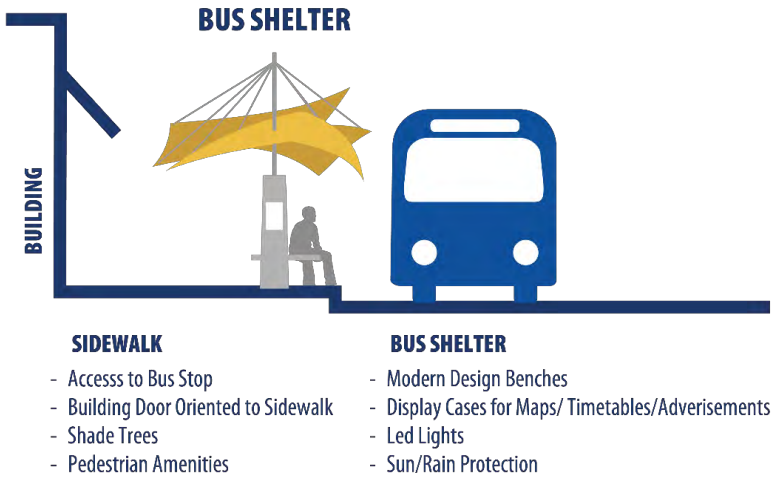
Transit Priority Streets

A transit priority street is a roadway designated and designed to prioritize the movement of public transit vehicles, primarily buses, over other modes of transportation. These streets can be equipped with dedicated transit lanes, signal priority systems, and other infrastructure enhancements to ensure efficient and reliable transit service. By giving precedence to public transit, transit priority streets aim to improve travel times, reliability, and frequency of service for transit users, while also encouraging the use of sustainable transportation options and reducing congestion and emissions on roadways. Pedestrian improvements on transit priority streets aim to create safer and more accessible walking environments, especially near transit stops. These improvements include widening sidewalks, installing marked crosswalks with curb ramps and

[1] State Department of Finance Population and Housing Estimates

tactile paving, pedestrian-activated signals at intersections, pedestrian islands, bulb-outs at intersections, enhanced street lighting, wayfinding signage, and public amenities such as shaded bus shelters, benches, and seating areas (see Figure OM-13). See Figure OM-14 for the location of Transit Priority Streets.

Figure OM-13: Bus Shelter





Martin Luther King Jr. Transit Center adjacent to Compton Station

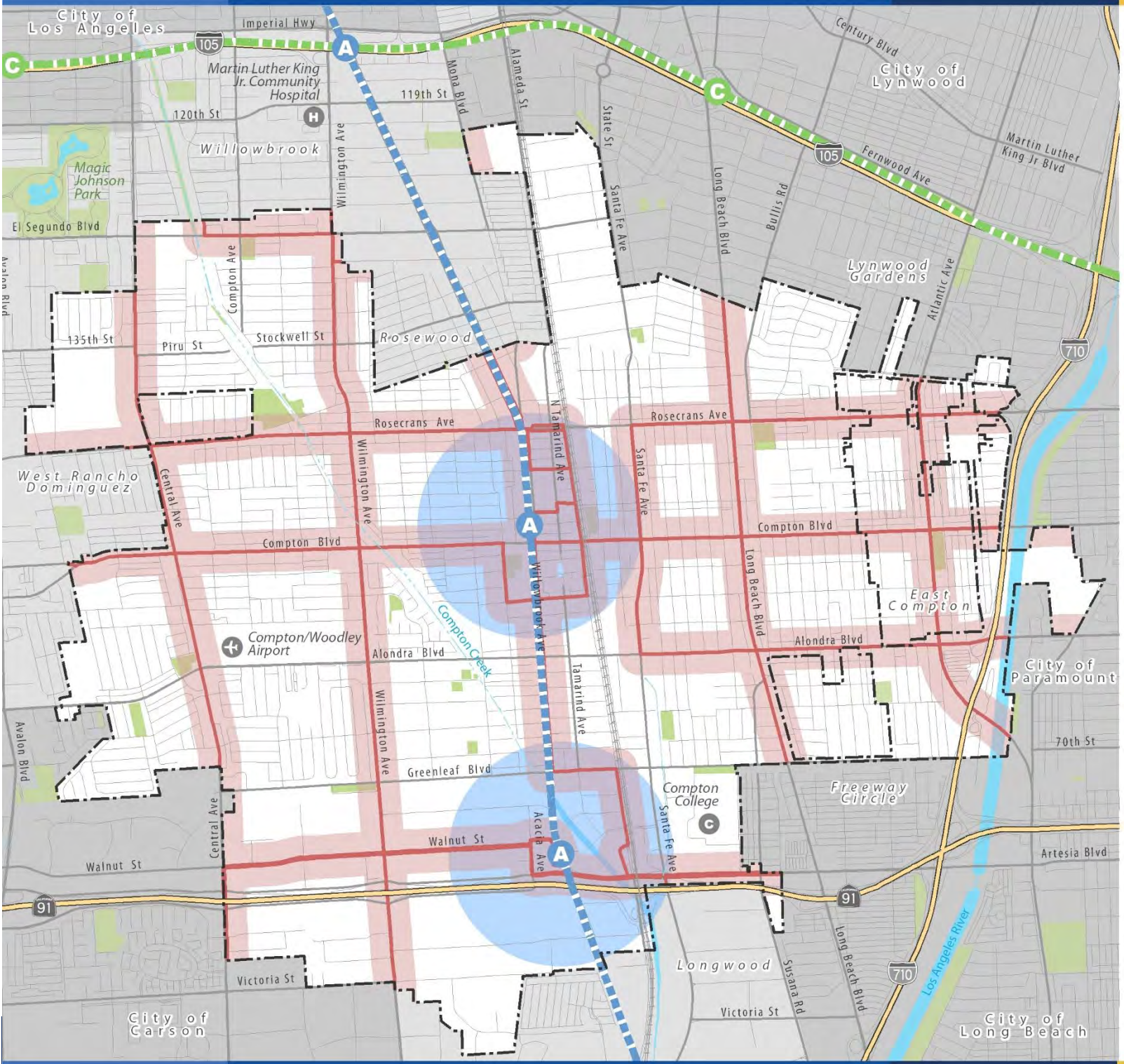


Figure OM-14: Transit Priority Streets and Priority Station Districts

Bus Transit Routes

- Bus Transit Routes
- Transit Priority Streets

Metro Rail Stations/Lines

- Metro A Line (Blue)
- Metro C Line (Green)
- Transit Station Priority District

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Metro, LADOT, Long Beach Transit, and UrbanFootprint, 2021.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Transit Station Priority Districts

Transit Priority Districts include improvements around the Compton and Artesia Stations that encompass enhancements aimed at creating a pedestrian-friendly environment that supports transit ridership. Street design improvements may include wider sidewalks, compact development patterns, multi-modal connections, pedestrian crossings with signals, and enhanced streetscapes with landscaping and street furniture. Public spaces near the station can be revitalized with plazas, parks, and gathering areas, providing opportunities for social interaction and community events. Physical design enhancements may involve integrating public art, wayfinding signage, and lighting to enhance the aesthetic appeal and functionality of the station area. Building orientation can be optimized to create active frontages and pedestrian-friendly streetscapes, with ground-floor retail, cafes, and other amenities that animate the street and contribute to a sense of place. Land uses surrounding the station can be diversified to promote mixed-use development, including residential, commercial, and office space, fostering a vibrant and economically resilient urban environment. Overall, these improvements create a transit-oriented community that is accessible, attractive, and conducive to sustainable living and mobility.

The Our Land Use Element establishes policies that will transition the approximate one-half mile around transit stations and transit corridors with mixed uses, engaging ground-floor spaces, and public gathering places that accommodate pedestrians moving to and from the rail station. A mix of uses with higher-density residential development, along with first/last mile strategies, prioritized non-motorized transport networks, and multi-modal connections, will enhance ridership.

First/Last Mile Strategy

A first or last mile gap is a barrier that discourages potential riders from using transit because a station or stop cannot be easily accessed from home, work, or other destinations. The gap can be created by elements of geography, topology, street network and design, or a lack of available transportation options. All transit riders must contend with the first/last mile challenge; the easier it is to access the system, the more likely people are to use it. Improving access starts with creating urban environments with cohesive pedestrian and bicycle networks that are inviting and safe, with multiple transportation options available including shared transportation systems, and with a comprehensive transit system. As such, the best practice is to pursue multiple strategies that increase the number of transit access points and options. First/last mile improvements are recommended for transit stations and high-quality corridors, and all bus stops within pedestrian priority zones. See **Table OM**-1 for first/last mile tools.

Table OM-1: First/Last Mile Tools

Type	Tools
Infrastructure	Bike lanes, bike parking, sidewalks, crosswalks, curb extensions, street trees, and landscaping
Shared Use Services	Bike share, car share, and "kiss and ride" areas
Signage	Wayfinding signage, information kiosks, and mobile apps
Other	Traffic calming, signal timing for pedestrians and cyclists, and intersection treatments

NextGen Bus Plan

The NextGen Bus Plan by LA Metro is a comprehensive initiative aimed at redesigning and modernizing the bus system to meet the evolving needs

of Los Angeles County residents. It involves a thorough analysis of existing bus routes, schedules, and service levels, as well as extensive community engagement to gather input from stakeholders and riders. The plan focuses on improving service frequency, reliability, and connectivity; reallocating resources to high-demand routes; and implementing innovative strategies to enhance the overall customer experience. This includes initiatives such as more frequent service on key corridors, simplified and streamlined routes, improved bus stop amenities, and better integration with other modes of transportation.

Compton will continue to participate in the NextGen Bus Plan by actively engaging with Metro and providing input on the specific transportation needs and priorities of its residents. Compton can also advocate for the inclusion of residents' concerns and preferences in implementation of the NextGen Bus Plan, ensuring that planned changes align with community needs.

Shuttles and Paratransit

Compton has long provided Dial-A-Ride shuttle service to transit-dependent residents for transportation to medical institutions and to deliver meals to residents. This program offers curb-to-curb transportation service to seniors and disabled persons anywhere within City boundaries and to medical facilities in nearby communities, such as Kaiser facilities in Bellflower, Downey, and Harbor City, Harbor General, Martin Luther King, and St. Francis Hospitals. Shuttle service is also provided to assist seniors, youth, and disabled groups with subsidized excursions to attend educational, recreational, and cultural events. Trips funded through this program are open to the public.

Compton can enhance its shuttle service and dial-a-ride services by expanding coverage to underserved areas, increasing frequency and operating hours, ensuring accessibility, implementing user-friendly booking systems, promoting awareness among residents, coordinating with local institutions and employers, soliciting feedback for route adjustments, and exploring partnerships for efficient service delivery. These measures aim to provide residents with reliable, accessible, and convenient transportation choices to meet their diverse travel needs.



Compton Dial-A-Ride shuttle

Roadway Plan

The Roadway Plan articulates the City's vision for development and maintenance of a comprehensive roadway network that will move people and goods throughout the City and region. The plan builds on the street design by providing for improvements, such as more pedestrian/bike facilities and methods to address traffic safety and increased vehicle congestion while accommodating trucks and freight movement.

Design standards set the baseline for street improvements and dedications. Streets with excess capacity, given their configurations and anticipated long-term daily volumes, are candidates for conversion to complete streets, where excess capacity can be repurposed for bicycle, transit, pedestrian, or other alternative travel modes.

Street Classification

Compton classifies its streets into four categories, as described below and show on Figure OM-15 and OM-16. Each road type serves a specific purpose and accommodates different traffic volumes.

- **Principal Arterial.** These are large arterial roads that serve as primary transportation routes, often connecting major destinations and accommodating high volumes of traffic. Major highways in Compton may include major thoroughfares such as Alondra Boulevard, Santa Fe Avenue, Rosecrans Avenue, and Long Beach Boulevard.
- **Secondary Arterial.** Secondary Arterial are also arterial roads but may have slightly lower traffic volumes and serve as secondary routes connecting neighborhoods, commercial areas, or other key destinations within Compton. These roads may provide alternative routes to major highways or serve as feeder routes to them. Examples of secondary highways include Willowbrook Boulevard and Alameda Street.
- **Collector Street.** Collector Streets are local roads that collect and distribute traffic from residential neighborhoods to higher-order roads such as secondary highways or major highways. They typically have lower traffic volumes and speeds compared to Principal and Secondary Arterials and primarily serve local traffic within neighborhoods or commercial areas.
- **Collector - Industrial Street.** Collector Industrial Streets are similar to regular Collector Streets but are specifically designed to accommodate industrial traffic, particularly trucks. These streets primarily serve established industrial areas.
- **Local Streets.** Local streets are low-traffic roads that provide direct access to residential, commercial, and other local destinations. They often have lower speed limits and may incorporate traffic-calming measures to prioritize pedestrian and bicycle safety.

In addition to roadways, the circulation network includes supporting infrastructure such as bridges, tunnels, overpasses, underpasses, and ramps. These structures enable the road network to traverse geographical features, accommodate various modes of transportation, and separate travel modes.

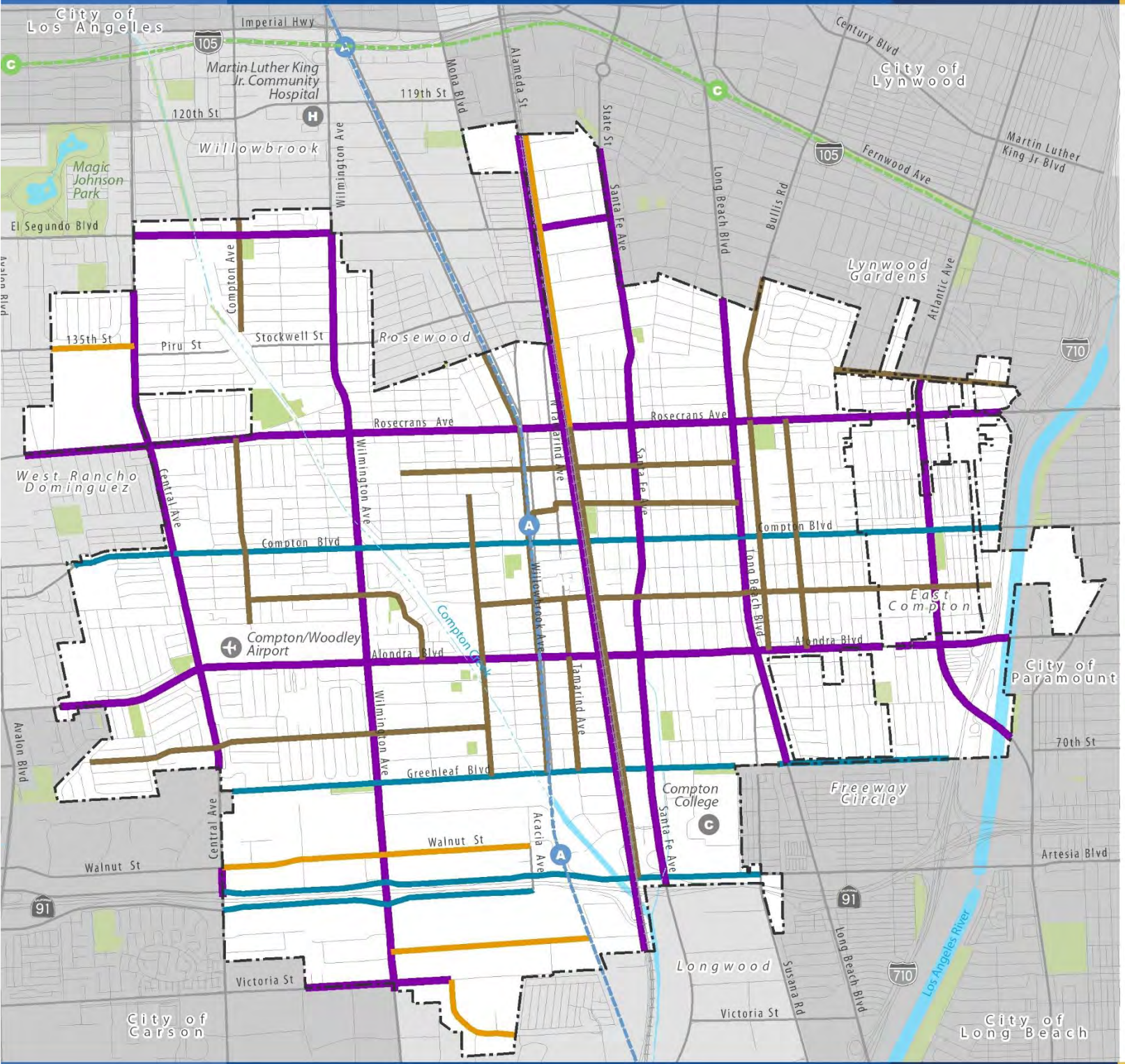


Figure OM-15: Street Classification

Street Classification

- Principal Arterial
- Secondary Arterial
- Collector
- Collector Industrial

Base Map Features

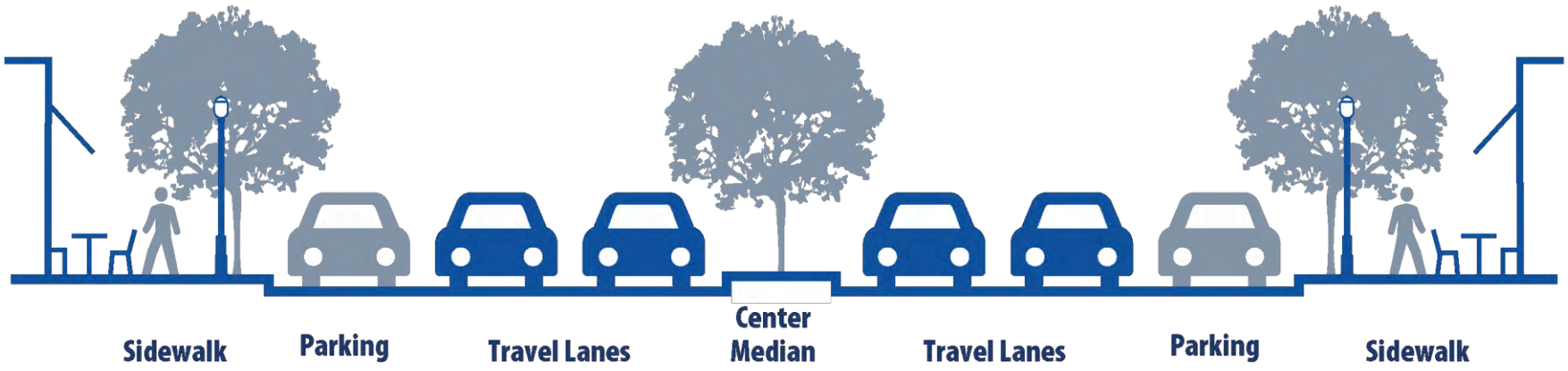
- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Caltrans, 2022.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Figure OM-16: Street Cross Sections

Principal Arterial



Secondary Arterial

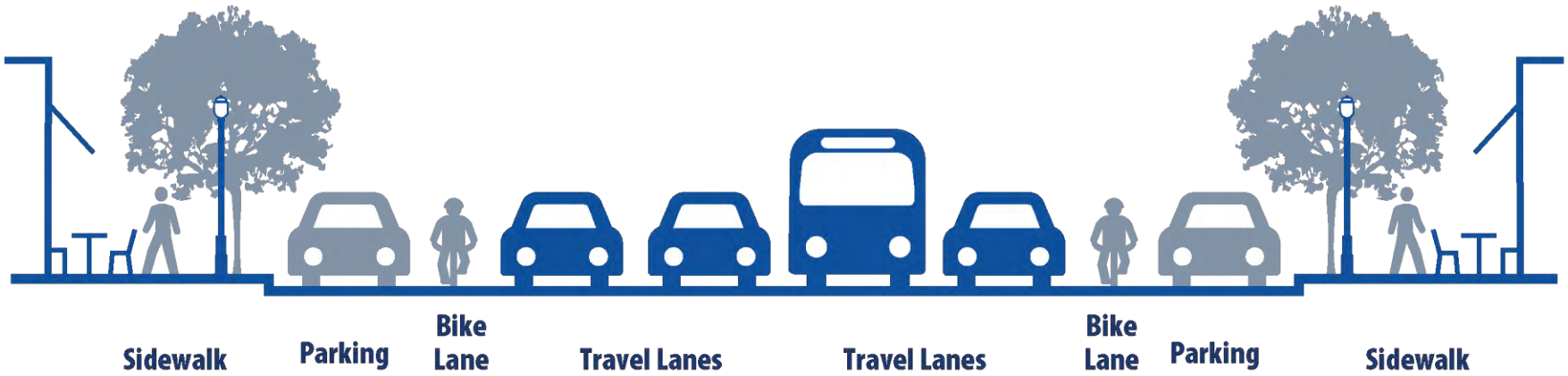
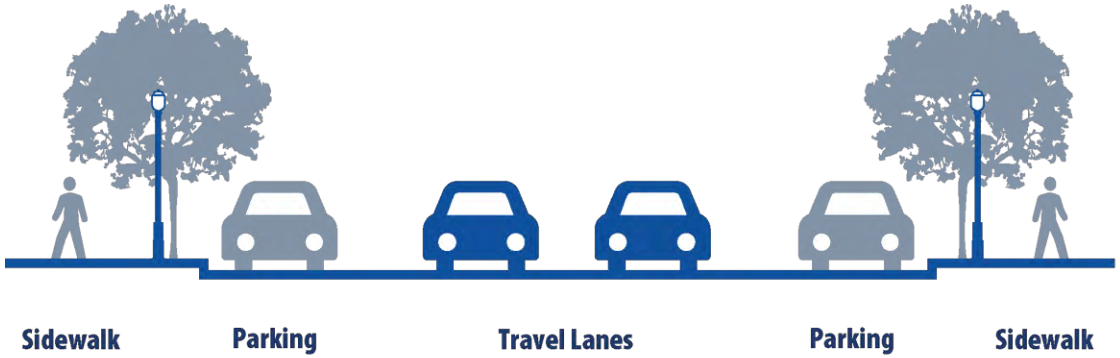
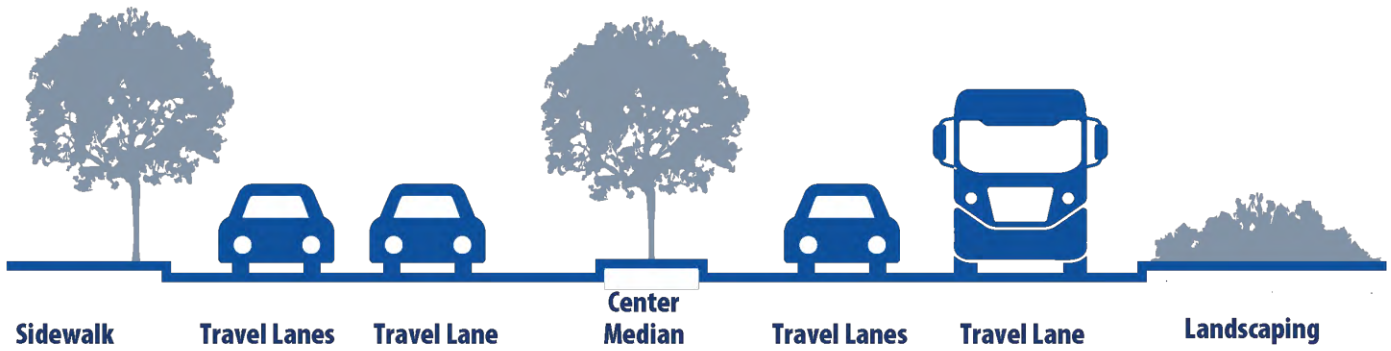


Figure OM-16: Street Cross Sections

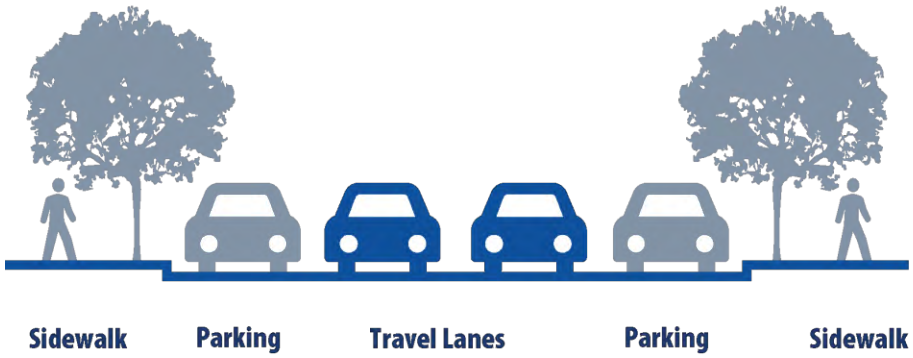
Collector



Collector - Industrial



Local



Transportation Management

Compton is committed to improving local traffic conditions. Driving a vehicle will remain the most common method of travel for residents. The City will continue to find ways to ensure that roadways operate as t optimum level. The City will also continue to monitor street performance and repair and/or retrofit as needed, as funds are available. The City will continue to require street dedication, transportation system improvements on and off-site, and traffic impact analysis for new development when necessary.

Vehicle Miles Traveled

Vehicle miles traveled (VMT) is a measurement of the total mileage traveled by all vehicles in an area. This is a useful measurement directly related to fuel consumption and associated pollutant emissions, which harm the environment. The farther a person drives a vehicle, measured in miles, the more fuel is consumed.

Although VMT is focused on auto travel, the goal of a zero-or-less per capita VMT growth rate leads to an emphasis on the effects of development patterns (e.g., land use mix and density), together with attractive pedestrian, bicycle, and transit infrastructure, given that these factors have an impact on the number and length of vehicle trips. Efforts to reduce VMT may include implementation of transportation demand strategies and improvements to pedestrian, bicycle, and transit infrastructure as an alternative to personal vehicle usage. Although beyond the City's control, the increase in electric-powered vehicles on the streets and freeways will minimize pollutant emissions as well but will not affect VMT.

As a guide, the City has established significance thresholds for VMT transportation impacts for each land use type in a project. These may be adjusted over time in response to changing conditions and State legislation.

Level of Service (LOS)

In 2013, Senate Bill (SB) 743 introduced Vehicle Miles Traveled (VMT) as a replacement for Level of Service (LOS) as the primary metric for evaluating transportation system performance in California. While VMT is now the baseline metric for California Environmental Quality Act (CEQA) analysis, local agencies may still use LOS for ongoing transportation planning purposes.

Compton's goal is to prevent deterioration of LOS at critical intersections and roadway segments throughout the city, while also meeting state VMT reduction targets. To achieve these goals, the City will implement a wide range of strategies to maintain and improve roadway LOS through 2045. Engineers and planners rely on LOS ratings to identify issues and prioritize improvements, with facilities operating at LOS D or E generally targeted for upgrades.

Under the growth allowed by the Mobility Element, the City's street network may not be able to support General Plan buildout conditions without some intersections falling to LOS F. To reduce potential future congestion, the City is committed to transportation strategies that encourage mode shifts, including protected bike and pedestrian lanes and advanced Intelligent Transportation Systems (ITS) for all transportation modes. Incremental improvements to the street system will be necessary over time to enhance LOS conditions and address congestion as the city grows. The city will require a LOS study with development to prevent the lowering of any Level of Service around a project.

Street and Infrastructure Improvements

The importance of replacing or improving street infrastructure, such as deteriorating bridges, cannot be overstated. These structures serve as vital links in our transportation network, facilitating the movement of people, goods, and services. Deteriorating bridges pose significant safety risks to motorists, cyclists, and pedestrians, as structural weaknesses can lead to collapses or accidents. By investing in the replacement or improvement of street infrastructure, we can enhance safety and ensure the long-term sustainability of our transportation system.

Improvements include replacing the aging Compton Boulevard Bridge over Compton Creek with a modern precast concrete structure, addressing structural deficiencies, and enabling safer passage for larger vehicles. This project enhances vehicular safety and efficiency by upgrading aging infrastructure to meet current standards and accommodate heavier traffic loads.

Traffic Calming and Reducing Cut-Through Traffic

Traffic is always a problem for drivers, especially during rush hour. When the fastest route is backed up, people may look for a cut-through to dodge the traffic and get to their destination faster. Finding that perfect cut-through street can make a commute so much better, but if this cut through is in a residential area or neighborhood, it can be dangerous to those living there. Wayfinding apps have aided this behavior and vexed people living along streets frequented by these impatient motorists. When a street becomes known as a cut-through route, residents begin to complain of excess volumes, speeding and distracted drivers, and new hazards when using the once-quiet road. Local roads paralleling major north-south and east-west roadways can become cut-through traffic targets. Additionally, local streets within residential neighborhoods around schools also become prime cut-through traffic areas during school drop-off and pick-up times.

Traffic-calming strategies are focused on design improvements meant to address excessive speeding on roadways. Traffic-calming measures can offer a menu of design solutions to reduce collisions between drivers and pedestrians, cyclists, and others on the streets. Examples of traffic calming infrastructure include speed cushions, sidewalk bulb outs, or designating and upgrading low-speed streets to “bike boulevard” status. These are in addition to traffic lights and traffic signals that regulate traffic flow.

Green Streets

"Green Streets" integrate green infrastructure elements such as trees, vegetation, and permeable surfaces into street design to mitigate the urban heat island effect, improve air quality, and reduce and clean stormwater runoff (see figure OM-17). In Compton, these design approaches can help protect the health of Compton Creek and the Los Angeles River. Additionally, green streets promote active transportation and create pleasant, inviting environments for pedestrians and cyclists. Overall, the implementation of green streets along these drainage corridors aligns with Compton's commitment to environmental stewardship, resilience, and the well-being of its residents.



Green Streets use natural processes, including filtration through plants and soil, to treat water runoff in an environmentally friendly way

Figure OM-17: Green Streets



An example of a green street is the Center Avenue Green Street Improvement Project designed to address flood protection, water quality improvement, and recreational enhancement needs in areas lacking adequate drainage and green space. It involves extending and expanding the existing storm drain system along Center Avenue and incorporating catch basins, lateral lines, and gravity main lines. Restoration of the existing road surface is also part of the project scope. Structural low-impact development practices along Center Avenue and Alondra Boulevard intercept and treat stormwater flow, thereby mitigating neighborhood flooding issues and enhancing water quality for waters discharging into Compton Creek and the Los Angeles River.

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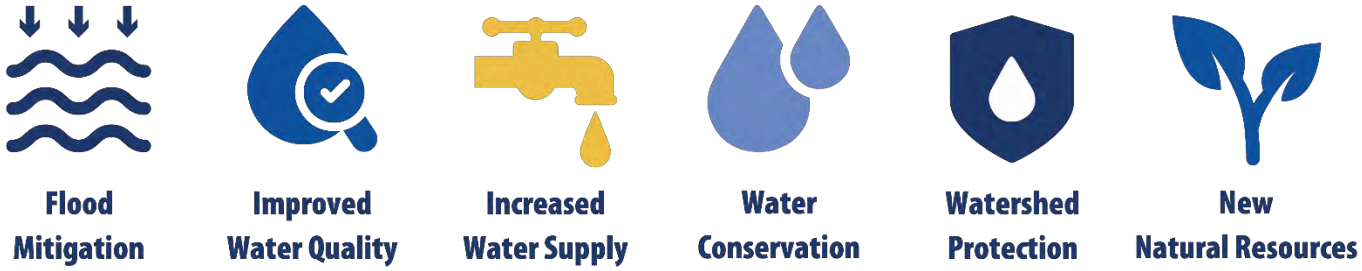
A stormwater management approach that uses plants and soil to slow, filter, and cleanses stormwater from streets

Figure OM-18: Benefits of Green Streets



Parking

Parking issues vary throughout Compton's neighborhoods and commercial districts. In some neighborhoods, residents are challenged to find parking due to high population density and older housing developments with inadequate parking supply. Parking congestion occurs near popular destinations such as shopping centers, schools, and public facilities. Illegal parking, such as blocking driveways or parking in restricted areas, contributes to traffic congestion.

The need for parking impacts the design of the built environment, the cost of development, housing affordability, and traffic flow.

The City has considered solutions to address parking problems in residential areas, particularly on streets with limited off-street parking and/or spillover parking from adjacent nonresidential uses. On-street parking restrictions and permit parking programs have been implemented based on residents' requests and studies documenting significant parking conflicts.

Each new development project is required to provide on-site parking based on zoning code requirements for the uses proposed. However, to address parking concerns associated with long-established uses and districts, the City works to better manage existing parking resources through strategies such as:

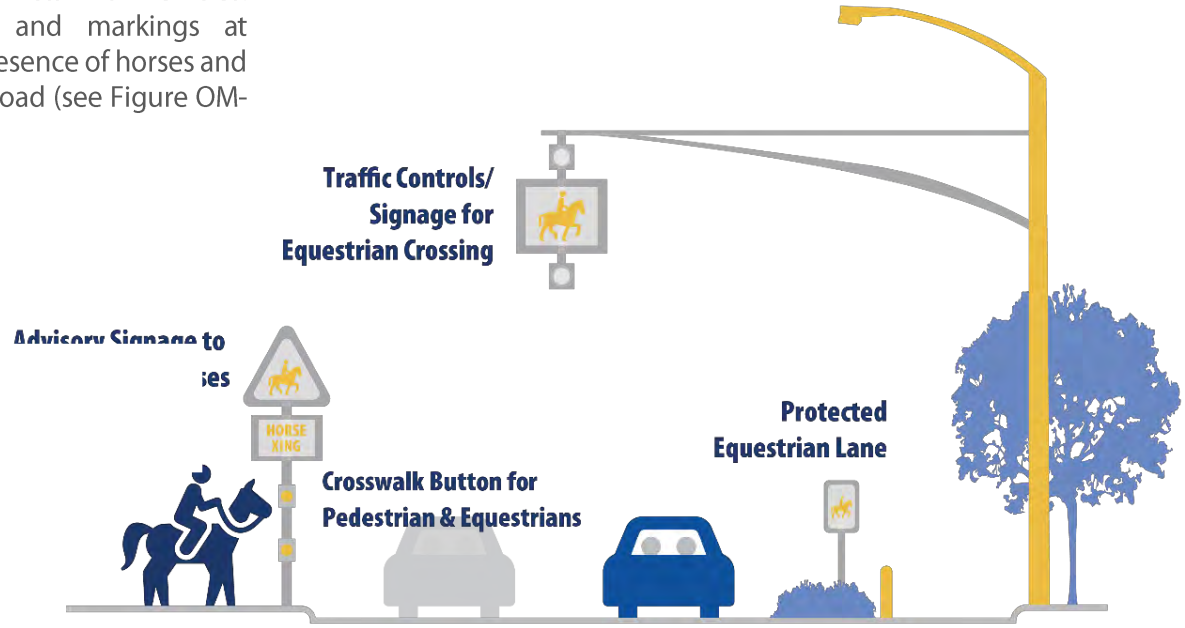
- **Parking Management Plans.** Develop comprehensive parking management plans tailored to the specific needs of each neighborhood, considering factors such as residential density, commercial activity, and available parking infrastructure.
- **Parking Permits.** Implement residential parking permit programs in areas with high demand for parking, allowing residents to have priority access to on-street parking spaces near their homes.
- **Parking Restrictions.** Enforce parking restrictions, such as time limits and no-parking zones, to prevent illegal parking and ensure turnover of parking spaces in high-demand areas.
- **Parking Infrastructure.** Invest in the expansion and enhancement of parking infrastructure, including constructing parking lots or garages in areas with limited on-street parking availability.
- **Smart Parking Technologies.** Implement smart parking technologies, such as sensors and mobile apps, to provide real-time information on parking availability and help drivers locate parking spaces more efficiently.

Equestrians

The Richland Farms neighborhood uniquely allows for the keeping of horses and continued use of commercial horse stables. The Compton Cowboys have an established, beloved presence. The Cowboys and residents with horses rely upon local roadway improvements that allow them to ride safely among the urban traffic. There is also a multi-use trail, an undeveloped dirt path used by both equestrians and pedestrians. It follows the west side of the channelized Compton Creek, stretching from Greenleaf Boulevard in the south to El Segundo Avenue in the north.

Welcomed facilities could include new designated equestrian paths or shared bike lanes alongside roadways that can enhance safety for both riders and motorists. These lanes can be separated from vehicular traffic by barriers or markings, providing a dedicated space for equestrians to ride while minimizing the risk of accidents or conflicts with vehicles. Additionally, the inclusion of proper signage and markings at intersections and crossings can alert drivers to the presence of horses and remind them to exercise caution when sharing the road (see Figure OM-19).

Figure OM-19: Equestrian and Horse Safety Measures



In conjunction with these physical improvements, educational initiatives promote awareness and understanding between equestrians and motorists. Public awareness campaigns can educate residents and visitors about the rights and responsibilities of equestrians on the road, as well as provide guidance on how to safely interact with horses while driving. Furthermore, outreach efforts can encourage collaboration among equestrian groups, local authorities, and transportation agencies to address concerns and implement effective solutions.

Street improvements tailored to accommodate equestrian activities in the Richland Farms area are essential for enhancing safety, accessibility, and connectivity for riders, drivers, and residents. By prioritizing the needs of equestrians and integrating their requirements urban planning and street design, Compton can preserve its rich equestrian heritage and promote the continued success and vitality of its horse community.



Equestrians sharing the roadways in Compton

Goods Movement

Freight movement refers to the transportation of goods and commodities from one location to another, typically involving the movement of cargo over long distances, including use of trucks, trains, ships, and aircraft. Freight encompasses the logistics and transportation activities associated with the shipment of goods, including the handling, storage, and delivery of products. Compton has a history as an industrial city, and many industrial sites still exist that are dependent upon and benefit from ready access to freight corridors.

Alameda Corridor

The Alameda Corridor is a dedicated below-grade freight rail corridor that connects the ports of Los Angeles and Long Beach to the transcontinental rail terminals near downtown Los Angeles. The Alameda Corridor consists of a series of bridges, underpasses, overpasses, and street improvements that separate rail freight circulation from local road circulation. The Alameda Corridor runs centrally through Compton, and it is jointly utilized by Burlington Northern Santa Fe (BNSF)and Union Pacific (UP). There are no rail stops in Compton. As of 2023, this corridor was used by up to 28 trains per day, carrying an average of 12,300 daily shipment containers with international and domestic cargo. The Alameda Corridor Transportation Authority (ACTA) is the joint powers authority formed by the City of Los Angeles and City of Long Beach to maintain the corridor. ACTA is governed by a seven-member board, with representatives from the Cities of Los Angeles and Long Beach, the Ports of Los Angeles and Long Beach, and the Los Angeles County Metropolitan Transportation Authority.

Local Rail Freight

Local rail freight refers to the transportation of goods and commodities using railroads within a specific region or local area. It involves the movement of freight over shorter distances, typically within a city or a specific geographic region.

In Compton, Union Pacific's Wilmington Subdivision branch line traverses Compton, sharing the Metro A Line right-of-way. From this branch line, several industrial spur tracks diverge from the main line and provide access to industrial areas for loading and unloading. The local rail freight plays a role in supporting regional economies, industrial activities, and supply chains within the Southern California region. Sharing the Alameda Corridor right-of-way, but above grade, is the Union Pacific's Patata Industrial Lead, which connects ports of Long Beach and Los Angeles to the Titan Terminal Transport in Cudahy before connecting to the Los Nietos Subdivision in Norwalk (see Figure OM-18).



Alameda Corridor

To address local freight train challenges comprehensively, several strategies can be implemented. These include upgrading railroad infrastructure to enhance safety and efficiency by modernizing tracks, improving signaling systems, implementing real-time monitoring technology, and where feasible, adding new grade separations. Additionally, enhancing safety measures at grade crossings through installations of warning signs, lights, and gates, and considering grade separation projects where feasible, is vital. Noise pollution concerns can be mitigated by implementing measures such as sound barriers and quiet zones, while environmental impact can be minimized by promoting cleaner locomotives and eco-friendly practices in rail line operations. Ensuring regulatory compliance and enforcement of safety standards are essential, alongside developing traffic management strategies to alleviate congestion during train movements, especially in busy areas and peak hours, through coordination with local transportation agencies.

Truck Routes

Truck routes, also known as trucking corridors, are specific roadways designated for the use by commercial trucks. These routes are carefully selected and designated to optimize the movement of freight and ensure the safe and efficient transportation of goods by trucks (see Figure OM-20). Truck routes are often designed to avoid roadways with restrictions or limitations that could hinder truck operations. These restrictions may include low bridges, weight limits, narrow roadways, or areas with tight turning radii not suitable for trucks. Truck routes often avoid densely populated residential areas, school zones, or areas with heavy pedestrian traffic to reduce potential hazards and improve road safety.

Trucks routes running north to south include Wilmington Avenue, Alameda Street, Long Beach Boulevard, Santa Fe Avenue, and Atlantic Avenue. Routes running east to west include El Segundo Boulevard, Rosecrans Avenue, Alondra Boulevard, and Artesia Boulevard.

Delivery Vehicles

With the dominance of e-commerce, the delivery of merchandise to homes and businesses has increased significantly. As more goods are ordered, more delivery trucks will be dispatched onto local streets. Often, delivery box trucks and vans will double-park on two-lane streets that lack loading zones, snarling the traffic behind them. The City will monitor delivery vehicles and determine if additional loading zones will be required within the highest-need areas to minimize traffic and safety issues. Also, delivery by drone, while reducing on-street delivery vehicles, may distract motorists. Drone delivery technologies and regulations will continue to evolve, and the City will be mindful of the effects locally.

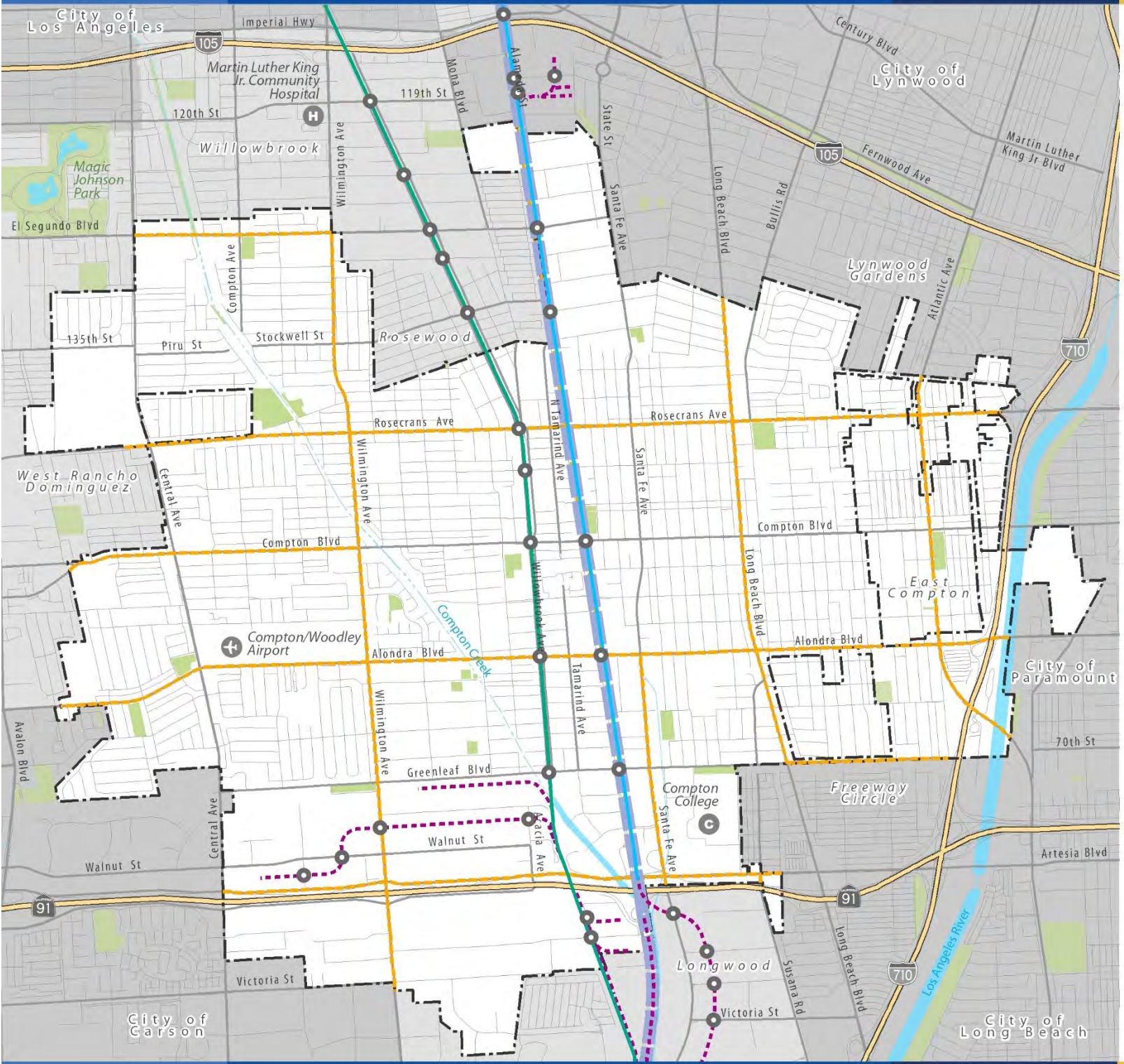


Figure OM-20: Freight Network

Freight Rail Lines
- Rail Road Spur Track
- Patata Industrial Lead
- Wilmington Subdivision
- Alameda Corridor
- At-Grade Street/Rail Crossings

Compton Truck Routes
- Truck Routes

Base Map Features
- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: City of Compton, 2022.
Map Date: June 2023

0 ¼ ½ ¾ 1 Mile

Greenhouse Gas Reduction

In conjunction with land use planning, this Circulation Element bolsters City compliance with AB 32 (Global Warming Solutions Act) and SB 375 (Sustainable Communities and Climate Protection Act) to reduce the City's contribution to greenhouse gases that contribute to human-caused climate change. Vehicles on the roadway that rely on fossil fuels are the main generators of greenhouse gases. Greenhouse gas reduction will be achieved holistically by a robust complete streets strategy, including support for pedestrians and bicycling systems and sustainability policies that reduce the reliance on fossil fuel energy.

Transportation Technology

Mobile technology and artificial intelligence have radically transformed mobility options and transportation systems. As the future of transportation continues to evolve, the City will remain flexible in accommodating better and more efficient ways to address transportation. Self-driving cars and trucks, web-enabled parking meters, smart street technology, adaptive signal controls, parking availability information, and other forms of new technology can improve many aspects of all modal experiences. The deployment of advanced technology could be used to assist in traffic enforcement.

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) use advanced technology to make traveling safer, faster, and more efficient. By providing real-time information about traffic conditions, delays, alternate routes, and even available parking or bus seats, ITS helps drivers, transit riders, and cyclists plan their trips more effectively. For example, digital signs along roadways can alert drivers to accidents or heavy congestion ahead, suggesting detours to save time. Similarly, apps can show bus or train arrival times and how crowded they are, making public transit more convenient.

The goal of ITS is to improve the overall flow of traffic, reduce travel times, and prevent accidents by using tools like smart traffic lights that adjust based on traffic patterns or warning systems that notify drivers about upcoming hazards. Additionally, ITS supports environmental sustainability by reducing fuel consumption and air pollution caused by idling vehicles stuck in traffic. For Compton, integrating ITS can help create a more reliable and accessible transportation network that benefits everyone, from commuters to pedestrians and transit users.



Examples of congestion warning sign

Autonomous Vehicles

Self-driving vehicles are cars or trucks in which human drivers are never required to take control to safely operate the vehicle. Also known as autonomous or "driverless" vehicles, they combine sensors and software to control, navigate, and drive the vehicle. This is technology the City will need to monitor and consider how to properly regulate their use before it is established or widely adopted for local implementation.

In addition to regulatory considerations, autonomous vehicles have the potential to significantly impact local mobility systems, infrastructure planning, and land use. The reduced need for traditional parking spaces could transform urban spaces, freeing up valuable land for alternative uses such as green or public spaces, added or expanded bicycles lanes, or pedestrian sidewalks. Altered traffic patterns might lead to improved roadway efficiency, but they could also require redesigning intersections, traffic signals, and street networks to accommodate autonomous vehicles effectively. Furthermore, integrating autonomous vehicles with public transit systems presents opportunities to create seamless, multi-modal transportation networks, potentially reducing reliance on private vehicles.

However, ensuring pedestrian and bicyclist safety will necessitate rigorous testing of vehicle sensors and software in complex urban environments. Addressing equity is also critical, as the City must ensure that autonomous mobility solutions are accessible and affordable to all residents, including low-income communities, seniors, and people with disabilities, to prevent further transportation inequities.



Autonomous vehicle

Other Mobility Options

Scooter Service, Bike Sharing, and Similar Systems

A scooter-sharing system is a service in which scooters are made available for short-term rentals using a dockless system and activated by mobile devices. Popularly used vehicles include electric-powered devices such as scooters and bicycles. These vehicles can travel on local roadways, particularly within bike lanes, and are not recommended on sidewalks. These systems are popular in communities with colleges or tourist attractions. However, such systems could be applied in Compton as an alternative transportation option. The City staff will monitor and regulate any systems before they are established locally.

Ride-Hailing Services

Ride hailing services are services that use online-enabled platforms to connect passengers with local drivers using their personal vehicles. In most cases, they are a comfortable method for door-to-door transport. As this service continues to expand for not just rides but deliveries, the City may consider designating curb-side pick-up/drop-off areas within Downtown, commercial centers, schools, and other popular activity areas.



Electric and adaptive micromobility devices may also increase mobility for older adults, parents with young children, or individuals with disabilities, as they are less strenuous to operate than traditional bicycles or scooters.

Mobility Element Goals and Policies

The Mobility Element embodies a comprehensive approach to enhancing transportation and accessibility within the community. With a focus on pedestrian mobility, bicycling infrastructure, public transit accessibility, equestrian pathways, trails, street safety measures, and efficient freight mobility, this element supports a diverse and sustainable transportation network. By prioritizing the needs of all users, the Mobility Element promotes accessible and interconnected streets where traffic flows smoothly, transit is an easy option, and pedestrians, cyclists, and equestrians feel safe.

GOAL OM-1: A PEDESTRIAN-FRIENDLY ENVIRONMENT THAT PRIORITIZES SAFETY, ACCESSIBILITY, AND COMFORT FOR RESIDENTS AND VISITORS OF ALL AGES AND ABILITIES

Policy OM-1.1: **Pedestrian Infrastructure Improvement.** Prioritize the enhancement of pedestrian infrastructure citywide to create a safe, accessible, and interconnected network of walkways for pedestrians of all ages and abilities.

Policy OM-1.2: **Complete Streets Pedestrian Priority.** Implement a complete streets approach to street design and development, ensuring that all new and reconstructed streets accommodate pedestrians safely, comfortably, and conveniently.

Policy OM-1.3: **Crosswalk Enhancement.** Improve crosswalks and pedestrian crossings to enhance pedestrian safety and accessibility, particularly at intersections and high-traffic areas.

Policy OM-1.4: **Sidewalk Maintenance and Repair.** Establish a comprehensive sidewalk maintenance and repair program to address sidewalk deficiencies, hazards, and obstructions.

Policy OM-1.5: **Pedestrian Safety Education and Outreach.** Develop and implement pedestrian safety education and outreach programs to raise awareness about pedestrian rights and responsibilities, promote safe walking behaviors, and improve interactions between pedestrians and other road users.

Policy OM-1.6: **Pedestrian Amenities.** Increase the availability of pedestrian amenities such as benches, shelters, lighting, and wayfinding signage at key destinations and along pedestrian corridors.

Policy OM-1.7: **Pedestrian Priority Zones.** Designate pedestrian priority zones within mixed-use corridors, Downtown Compton, Compton Station and Artesia Station, and around schools to create vibrant, pedestrian-friendly environments that support walking as a mode of transportation and recreation.

Policy OM-1.8: **Sidewalk Shading.** Expand tree canopies and other shading strategies to minimize hot climate conditions for pedestrians.

GOAL OM-2. REDUCE TRAFFIC-RELATED INJURIES AND FATALITIES, AND CREATE SAFE AND MORE ACCESSIBLE STREETS FOR ALL USERS

Policy OM-2.1: **Complete Streets.** Implement a complete streets approach to street design and development, ensuring that streets are designed to accommodate the safe and convenient movement of all users, including pedestrians, cyclists, motorists, equestrians, and public transit users.

Policy OM-2.2 **Vision Zero.** Utilize Vision Zero approaches to help eliminate traffic-related fatalities and severe injuries on City streets.

Policy OM-2.3: **Safe Routes to School.** Develop and implement Safe Routes to School programs and initiatives in cooperation with public and private schools.

Policy OM-2.4: **School and Street Safety Program.** Develop programs to implement infrastructure improvements near schools, apply educational campaigns, and utilize enforcement efforts to promote safe travel behaviors and reduce traffic hazards in school zones.

Policy OM-2.5: **Traffic Calming.** Establish traffic calming measures to address speeding and improve safety on residential streets, around schools, along street corridors, and at high vehicle collision intersections.

Policy OM-2.6: **Pedestrian Safety.** Develop and implement pedestrian safety policies focused on improving crosswalk visibility, enhancing pedestrian crossings, and reducing pedestrian-vehicle conflicts, including installing pedestrian countdown signals, refuge islands, and high-visibility crosswalk markings to enhance pedestrian safety at intersections and mid-block crossings.

Policy OM-2.7: **Bicycle Safety.** Adopt a bicycle safety policy to promote safe cycling practices and improve conditions for cyclists on City streets, including expanding bicycle infrastructure, installing bike lanes and bike parking facilities, and providing bicycle education and outreach programs to encourage safe and responsible cycling behavior.

Policy OM-2.8: **Street Lighting.** Develop a street lighting policy to improve visibility and enhance safety on streets. Prioritize lighting improvements in underserved areas to improve nighttime visibility and reduce traffic-related incidents.

Policy OM-2.9: **Street Takeovers.** Implement measures to prevent street takeovers, including increased law enforcement presence, enhanced surveillance, community engagement initiatives, and stricter penalties for offenders to improve safety and protect roadways from illegal and dangerous activities.

Policy OM-210: **Blighted Streets Revitalization.** Develop a comprehensive revitalization strategy for blighted streets, including targeted cleanup efforts, infrastructure improvements, beautification projects, community engagement initiatives, and partnerships with local stakeholders and organizations to restore vitality,

safety, and aesthetic appeal to affected neighborhoods.

Policy OM-2.11: **Long-Term Recreational Vehicle Parking.** Implement regulations to manage long-term parking of recreational vehicles on City streets, including designated parking areas, time limits, permit requirements, and enforcement measures, to ensure fair use of public space, preserve neighborhood aesthetics, and address concerns related to safety and livability.

GOAL OM-3. HIGH-QUALITY PUBLIC TRANSIT ACCESSIBILITY AND RELIABILITY THAT PROMOTE SUSTAINABLE MOBILITY OPTIONS FOR ALL

Policy OM-3.1: **Transit-Oriented Development (TOD).** Promote transit-oriented development around existing and planned bus and light rail transit stations to encourage mixed-use, higher-density development within walking distance of transit facilities.

Policy OM-3.2: **First and Last Mile Connectivity.** Develop strategies to improve first and last-mile connectivity to bus and light rail transit stations, particularly in underserved communities.

Policy OM-3.3: **Transit Service Expansion.** Advocate for the expansion and enhancement of bus and light rail transit services to improve accessibility and mobility options for residents throughout the city.

Policy OM-3.4: **MLK Transit Center.** Maintain and promote the Martin Luther King Jr. (MLK) Transit Center as a multi-modal transit stop.

Policy OM-3.5: **Transit Priority Corridor.** Designate key corridors and routes for transit priority treatment to improve the reliability and efficiency of bus and light rail transit services.

Policy OM-3.6: **Transit Safety and Security.** Enhance safety and security on bus and light rail transit systems to promote a safe and comfortable riding experience for passengers.

Policy OM-3.7: **Transit Integration.** Promote seamless integration and coordination between different transit modes and agencies to improve connectivity and enhance the overall efficiency and effectiveness of the transit network.

Policy OM-3.8: **Transit Network.** Coordinate with the Los Angeles County Metro, the cities of Gardena and Long Beach, and the Compton Renaissance Transit System to maintain bus routes and regular bus schedules citywide for both local and regional trips.

GOAL OM-4: AFFORDABLE AND OPEN TRANSIT FOR EVERYONE, ESPECIALLY IN UNDERSERVED AREAS AND FOR VULNERABLE GROUPS, THROUGH IMPROVED ACCESS, REDUCED FARES, AND FLEXIBLE SERVICES

Policy OM-4.1: **Equitable Transit Access Policy.** Ensure that transit services and infrastructure expansions prioritize underserved areas and communities

with high proportions of vulnerable populations to guarantee access for all.

Policy OM-4.2: **Accessible Infrastructure Mandate.** Implement regulations enforcing accessibility standards in transit infrastructure, including stations, stops, vehicles, and pathways, to ensure full access for individuals with disabilities and mobility challenges.

Policy OM-4.3: **Transit Fare Affordability**. Provide a program that enables transit fare affordability, including free and/or reduced fares for people without access, such as special needs, seniors and low-income families.

Policy OM-4.4: **Flexible Transit Services Regulation.** Set guidelines requiring transit agencies to offer flexible scheduling options, paratransit services, and on-demand transit solutions tailored to the unique needs of vulnerable populations for enhanced mobility and accessibility.

Policy OM-4.5: **Multicultural Outreach and Inclusivity Directive.** Collaborate with transit agencies to develop inclusive outreach plans, including multilingual communications and cultural competency training, to engage diverse communities and ensure equitable access to transit services.

Policy OM-4.6: **Community Partnership and Engagement Policy.** Establish mechanisms for ongoing collaboration among transit agencies, community-based organizations, and local governments to address transportation needs and priorities of vulnerable communities through participatory planning and community-led initiatives.

Policy OM-4.7: **Transit Safety and Security Standards.** Enforce regulations requiring comprehensive safety and security measures in transit systems, including lighting upgrades, surveillance systems, and anti-harassment policies, to promote a secure and welcoming environment for all passengers.

Policy OM-4.8: **Transit-Oriented Development Incentive Policy.** Offer incentives, such as financial support, zoning incentives, and density bonuses to developers for building affordable housing near transit stations and corridors.

GOAL OM-5: STREET DESIGNS THAT ACCOMMODATE TRANSPORTATION MODES AND USERS OF ALL ABILITIES

Policy OM-5.1: **Street Rehabilitation.** Pursue a street rehabilitation plan that prioritizes street paving and resurfacing based on street condition, type of repair, cost effectiveness, and amount of vehicle and truck traffic that is implemented based on the condition of the street.

Policy OM-5.2: **Crosswalks.** Consider improvements at intersections or mid-blocks to improve crosswalk conditions, including more visible street markings and accommodating universal design standards.

Policy OM-5.3: **Street Design.** Maintain and implement street system standards for roadway and intersection

classifications, right-of-way width, pavement width, design speed, capacity, and associated features such as landscaping buffers and building setback requirements.

Policy OM-5.4: **Driveway Access.** Require that driveway access points onto arterial roadways be limited in number and location or shared jointly to ensure the smooth and safe flow of vehicles and bicycles.

Policy OM-5.5: **Green Streets.** Integrate a green street approach into street improvements to address/include stormwater management, urban greenery, and sustainable landscaping improvements.

Policy OM-5.6: **Streetscape Aesthetics.** Promote an enhanced aesthetic image through hierarchical streetscaping, median improvements, and careful implementation of nonessential signage.

Policy OM-5.7: **Interim Design Strategies.** Consider interim or temporary pilot strategies to integrate a parklet along a curb, transition a narrow corridor to a pedestrian route, or redesign a complex intersection before considering permanent and long-term solutions.

Policy OM-5.8: **Improvement Consultation.** Consult with applicable regional, State, and federal agencies on freeway and roadway improvements and transportation plans and proposals.

GOAL OM-6: A TRANSPORTATION SYSTEM DESIGNED TO MINIMIZE VEHICLE MILES TRAVELED AND GREENHOUSE GAS EMMISSIONS

Policy OM-6.1: **Integrated Transportation and Land Use.** Align transportation and land use planning to decrease vehicle miles traveled and reduce greenhouse gas emissions.

Policy OM-6.2: **GHG Reduction.** Work to reduce greenhouse gas emissions through reduction in Vehicle Miles Traveled (VMT) achieved via land use planning, improved transit access, and improved active transportation infrastructure.

Policy OM-6.3: **Transportation Demand Management Evaluation.** Assess the effectiveness of transportation demand management strategies and intelligent transportation systems in lowering vehicle miles traveled.

Policy OM-6.4: **Alternative Transportation Incentives.** Encourage businesses to offer incentives for employees to use alternative modes of transportation, such as carpooling, vanpooling, public transit, cycling, and walking.

Policy OM-6.5: **Employer Transportation Demand Management Support.** Support the adoption of employer transportation demand management requirements outlined in the regulations of the South Coast Air Quality Management District.

Policy OM-6.6: **Ridesharing Promotion.** Increase ridesharing awareness and participation through publicity and information dissemination via web-based

apps and collaborative efforts with other agencies and jurisdictions.

Policy OM-6.7: **Electric Vehicle Infrastructure.** Apply the latest California Green Building Standard Code for electric vehicle infrastructure in developments.

GOAL OM-7: A STREET NETWORK MANAGED TO MINIMIZE CONGESTION AND TRAFFIC IMPACTS

Policy OM-7.1: **Environmental Impact Evaluation.** Develop thresholds for the determination of environmental impacts for proposed residential, commercial, and industrial uses based on VMT per resident or per employee.

Policy OM-7.2: **Cut-Through Traffic Management Strategy.** Develop and implement a comprehensive strategy to manage cut-through traffic in residential neighborhoods by designing local and collector streets to discourage through traffic, implementing enforcement measures to deter speeding and shortcuts, and conducting education campaigns to raise awareness about the impacts of cut-through traffic on neighborhood safety and livability, while still allowing alternative traffic routes.

Policy OM-7.3: **Traffic Signal Installation Requirement.** Require that new development projects include installation of or upgrades to traffic signals at intersections or arterials where a thorough study demonstrates that signalization is warranted based on traffic volume, pedestrian activity, and safety considerations to improve traffic flow and safety in areas experiencing increased development and vehicular activity.

Policy OM-7.4: **Collaborate with Regional Partners.** Participate in regional transportation planning efforts coordinated by the Southern California Association of Governments to ensure that the needs of the City are considered.

Policy OM-7.5: **Sustainable Community Strategy (SCS).** Participate in the development of the sub-regional SCS being prepared by the Gateway Cities Council of Governments to ensure that the City of Compton is represented in the development of the SCS.

Policy OM-7.6: **Transportation Demand Management.** Promote Transportation Demand Management strategies to minimize the number of average daily vehicle trips along City streets.

Policy OM-7.7: **Neighborhood Protection.** Discourage non-residential "spillover" traffic into residential neighborhoods through a neighborhood calming program.

GOAL OM-8. EQUESTRIAN FACILITIES ENHANCEMENTS WITHIN RICHLAND FARMS AND OTHER AREAS WITH HORSE-RELATED ACTIVITIES

Policy OM-8.1: **Equestrian Paths.** Designate and construct dedicated equestrian trails and/or paths alongside or separate from roadways to provide safe routes for equestrians within and around the Richland Farms area.

Policy OM-8.2: **Equestrian Crossings.** Install designated equestrian crossings in Richland Farms at intersections and roadways to allow safe passage for horses and riders, including use of signage, flashing lights, or pedestrian-activated signals to alert motorists to the presence of equestrians.

Policy OM-8.3: **Trailhead Facilities.** Develop trailhead facilities with amenities such as trailer parking, hitching posts, mounting blocks, and rest areas to support equestrian trail riding activities around Richland Farms and Greenleaf Parkway and corridor.

Policy OM-8.4: **Horse-Friendly Intersections.** Design intersections with features such as wide turning radii and textured pavement to accommodate horses and riders safely, including but not limited to dedicated horse crossing zones and signage to alert motorists to yield to equestrians.

Policy OM-8.5: **Equestrian-Friendly Street Design.** Consider street design features such as wider shoulders, reduced traffic speeds, and traffic calming measures to accommodate equestrians sharing the road with motorists.

Policy OM-8.6: **Richland Farms Streets.** Maintain THE rural nature of Richland Farm streets, including the absence of sidewalks and gutters and low-level streetlights, but integrate green infrastructure elements and appropriate drainage facilities.

GOAL OM-9. ENHANCED BIKING INFRASTRUCTURE, ACCESSIBILITY, AND SAFETY TO ENCOURAGE RESIDENTS AND VISITORS TO CHOOSE BIKING AS A VIABLE AND AFFORDABLE MODE OF TRANSPORTATION

Policy OM-9.1: **Bicycle Infrastructure Expansion.** Expand and improve of bicycle infrastructure citywide to create a connected network of safe and accessible routes for cyclists of all ages and abilities.

Policy OM-9.2: **Bicycle Trails Connections.** Improve bicycle access to Compton Creek and the Los Angeles River by enhancing infrastructure and facilities to better accommodate cyclists.

Policy OM-9.3: **Bicycle Parking and Storage.** Increase the availability of secure and convenient bicycle parking and storage facilities within activity areas and transit stations, including the expansion of bike racks, lockers, and other amenities at key destinations to support cyclists' needs.

Policy OM-9.4: **Bicycle Education and Outreach.** Develop and implement bicycle education and outreach programs to promote safe cycling practices, increase awareness of bicycle-related laws and regulations, and encourage active transportation choices among residents of all ages. This policy aims to improve roadway interactions between cyclists and other road users through educational initiatives.

Policy OM-9.5: **Bicycle Maintenance and Repair.** Support bicycle maintenance and repair services within parks and community facilities to provide for bicycles to be well maintained for regular use.

Policy OM-9.6: **Electric Bicycle Equity.** Implement initiatives to expand the use of electric bicycles among low-income families by providing subsidies, incentives, and community programs aimed at increasing affordability and accessibility.

Policy OM-9.7: **Bicycle Safety Enforcement.** Enhance enforcement of traffic laws and regulations related to bicycle safety to improve roadway safety for cyclists and other road users, focusing on educating cyclists and motorists about their rights and responsibilities, enforcing laws related to bicycle infrastructure, and addressing safety concerns through targeted enforcement efforts.

GOAL OM-10: SUFFICIENT, WELL-DESIGNED, AND CONVENIENT OFFSTREET PARKING FACILITIES

Policy OM-10.1: **Parking Programs.** Establish parking management plans, preferential permit parking districts, and/or parking programs that address parking problems and minimize neighborhood parking overflow, where needed.

Policy OM-10.2: **Shared Parking.** Promote joint-use or shared parking arrangements where it can be shown that such arrangements will not create on-street parking problems.

Policy OM-10.3: **Joint-Use Parking Structure.** Explore the potential for developing a joint use municipal parking structure in downtown commercial areas to promote redevelopment of aging properties.

Policy OM-10.4: **Parking Enforcement.** Ensure equitable and fair parking enforcement practices.

Policy OM-10.5: **Parking Consolidation.** Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterials.

Policy OM-10.6: **Sufficient Parking.** Periodically review City parking requirements to make certain that all development provides sufficient on-site parking and that parking standards reflect industry best practices.

Policy OM-10.7: **Parking Landscaping and Maintenance.** Require parking areas to be well landscaped and maintained and well lighted.

GOAL OM-11. SAFE, EFFICIENT, AND SUSTAINABLE FREIGHT TRANSPORTATION

Policy OM-11.4: **Truck Route Enforcement.** Enforce the ordinance limiting heavy trucks to designated truck routes.

Policy OM-11.2: **Fair Share Payment for Truck-Related Street Damage.** Consider strategies and programs that require trucking-intensive businesses to contribute directly to the maintenance and repair costs of streets and paving proportionate to the damage they cause.

Policy OM-11.3: **Industrial Development Review.** Review circulation plans for industrial developments seeking permits to determine compatibility with neighboring land uses.

Policy OM-11.4: **Safety Infrastructure.** Enhance safety infrastructure at freight crossings (in partnership with rail operators), including active warning devices such as flashing lights, gates, and audible alarms, that alert motorists and pedestrians of approaching trains and prevent collisions.

Policy OM-11.5: **Emergency Response Preparedness.** Coordinate with emergency responders and railroad operators to develop and implement emergency response plans for incidents involving freight trains and vehicles at crossings.

Policy OM-11.6: **Freight Infrastructure Investment.** Advocate for strategic investments in freight infrastructure, including roads, bridges, and rail lines, to accommodate current and future freight transportation needs.

Policy OM-11.7: **Last-Mile Freight Delivery.** Develop strategies to improve last-mile freight delivery operations within industrial areas, including reducing congestion, minimizing environmental impacts, and enhancing safety in residential and commercial areas.

Policy OM-11.8: **Freight Emissions Reduction.** Implement measures to reduce emissions from freight transportation activities, including incentivizing the use of low-emission and zero-emission vehicles, promoting freight electrification, and adopting clean technology standards for freight vehicles and equipment.

Policy OM-11.9: **Freight Safety and Security.** Enhance safety and security measures for freight transportation (truck & rail) activities to minimize risks to public safety and infrastructure integrity, including initiatives such as implementing truck route management plans and enhancing truck parking facilities.

Policy OM-11.10: **Freight Industry Collaboration.** Foster collaboration and partnerships among public agencies, private sector stakeholders, and community organizations to address freight transportation challenges and opportunities.

GOAL 12-1. EXPANED MICRO-MOBILITY SOLUTIONS TO OFFER CONVENIENT AND AFFORDABLE TRANSPORTATION OPTIONS FOR SHORT-DISTANCE TRIPS

Policy OM-12.1: **Micro-Mobility Integration.** Integrate micro-mobility options such as electric scooters, bicycles, and electric bicycles into the transportation network to provide residents and visitors with convenient, sustainable, and affordable alternatives to traditional modes of transportation.

Policy OM-12.2: **Micro-Mobility Infrastructure.** Develop and maintain dedicated infrastructure for micro-mobility options, including designated lanes, parking facilities, and charging stations, to support the safe and convenient use of these alternative transportation modes.

Policy OM-12.3: **Equity and Accessibility.** Ensure equitable access to micro-mobility options for all residents, regardless of income, age, or ability, by implementing programs and initiatives to address barriers to access and promote

affordability and inclusivity in micro-mobility services.

Policy OM-12.4: **Safety and Regulation.** Establish safety standards and regulations for micro-mobility devices and operators to mitigate risks and ensure the safe operation of these alternative transportation modes on city streets and sidewalks.

GOAL OM-13. A FORWARD-THINKING APPROACH TO TRANSPORTATION PLANNING BY EMBRACING EMERGING TECHNOLOGIES AND ANTICIPATING FUTURE MOBILITY TRENDS

Policy OM-13.1: **Emerging Technology.** Update roadway and operational standards to incorporate emerging technology trends, such as micromobility, micro transit, electric vehicle charging, and connected and autonomous vehicles.

Policy OM-13.2: **Traffic Signal Coordination.** Implement traffic signal coordination timing on arterial streets to the maximum extent practical and integrate signal coordination efforts with those of adjacent jurisdictions.

Policy OM-13.3: **Intelligent Transportation Systems.** Implement intelligent transportation systems strategies such as adaptive signal controls, fiber optic communication equipment, closed circuit television cameras, real-time transit information, signal operation, and real-time parking availability information to reduce traffic delays, lower greenhouse gas emissions, improve travel times, and enhance safety for drivers, pedestrians, cyclists, and equestrians.

Policy OM-13.4: **Transportation Technology Integration.** Integrate emerging transportation technologies, such as autonomous vehicles, electric vehicles, and smart mobility solutions, into the transportation network to enhance safety, efficiency, and sustainability.

Policy OM-13.5: **Future Mobility Planning.** Develop comprehensive plans and strategies to anticipate and accommodate future mobility trends, including changes in transportation technology, travel behavior, and urban development patterns, to ensure the long-term resilience and adaptability of the transportation system.

Policy OM-13.6: **Data-Driven Decision Making.** Utilize data analytics, modeling tools, performance measures, and predictive analytics to inform transportation planning and decision-making processes, enabling proactive responses to emerging mobility challenges and opportunities.



CITY OF COMPTON

Chapter 4
HOUSING ELEMENT

COMPTON
GENERAL PLAN 2045
Building a Better Compton



CITY OF COMPTON

Chapter 5
ECONOMIC DEVELOPMENT ELEMENT

COMPTON
GENERAL PLAN 2045
Building a Better Compton

Chapter 5

Economic Development Element

Introduction

A Framework for Economic Resilience and Sustainability

This Economic Development Element outlines strategies to improve the local economy. It identifies ways to create jobs, attract new businesses, and support existing business enterprises. This element will guide efforts to increase investment in key areas, boost entrepreneurship, and provide more opportunities for residents to improve their personal economic status. It also addresses how the City can use available resources, such as its Opportunity Zones, to attract new businesses and development which will bring new jobs and economic growth to the community. By focusing on these goals, the Economic Development Element helps ensure that Compton's growth benefits everyone, with a more vibrant economy, better services, and stronger support for local businesses.

Legal Framework

An economic development is not one of the mandatory elements required by State law, but it can be included as an optional element per Government Code Section 65303. This allows cities like Compton to address specific economic development concerns within the context of their community's overall growth strategy. The optional elements of a General Plan carry the same legal weight as required elements, meaning they must align with the General Plan's overall goals and policies.

Relationship to Other Elements

Economic development is deeply tied to the land use plan in the Land Use Element, as it determines how land is designated for commercial, industrial, and mixed-use purposes, shaping where businesses can operate and how they can thrive. Strategic land use decisions support job creation, business expansion, and commercial growth, all of which are central to economic development.

Housing availability and affordability goals in the Meeting Our Housing Needs Element require robust economic activity to support public fund contributions to housing improvement. Also, a city with a range of housing options for different income levels attracts and retains a skilled workforce, which is vital for sustaining businesses. The presence of affordable housing near employment centers reduces commute times and supports local economies.

Economic growth relies on adequate infrastructure, including transportation networks, utilities, and technology. Roads, public transit, water systems, and broadband access are essential for businesses to operate efficiently and for employees to commute, as identified in the Urban Systems Element. Investment in infrastructure enhances business growth, encourages investment, and improves access to job centers.

Economic Context

By understanding the local and regional business environments and workforce dynamics, City leaders can craft an economic development strategy that builds on Compton's assets. This information can also be used to identify gaps and shape workforce development and business attraction programs.

The information here provides a snapshot of conditions in Compton in 2023/2024, including unemployment rates, workforce demographics, major employers and their community impact, and the City's tax revenue, fiscal challenges, and real estate development. The discussion further examines infrastructure conditions, income disparities, poverty rates, and the role educational institutions and training programs serve in aligning skills with market needs to promote economic development.



Commercial businesses along Long Beach Boulevard

Compton's Economic Strengths

Compton's economic strengths include its strategic location, robust industrial base, and a growing focus on small business development. Located near key transportation hubs such as the Ports of Los Angeles and Long Beach, major freeways, and rail networks, Compton serves as a vital logistics and distribution hub. The City boasts a diverse industrial sector, including manufacturing, aerospace, and warehousing, which provide employment opportunities and attract business investment. Additionally, Compton has a local entrepreneurial spirit, supported by programs that promote small business growth and innovation. Opportunity Zones within the city further enhance its appeal for economic development by offering tax incentives to investors.

Compton's Economic Needs

Compton's economic needs include addressing workforce development, enhancing infrastructure, and expanding access to quality retail and services. Many residents face barriers to employment due to skills gaps, requiring investments in education and vocational training tailored to local industries. The City's infrastructure, including roads, utilities, and broadband connectivity, needs modernization to attract and retain businesses. Additionally, Compton experiences a lack of diverse retail options and quality dining and entertainment venues, driving residents to shop and spend outside the city. Encouraging local entrepreneurship, reducing crime, and leveraging Opportunity Zones can help address these challenges and foster sustainable economic growth.



Industrial warehousing in Compton

Businesses and Employers

In 2023, 2,332 businesses operated in Compton, employing approximately 27,170 workers. The local business environment is characterized by a diverse mix of small- to medium-sized enterprises, including retail shops, service providers, and local manufacturers. These businesses create jobs, foster local entrepreneurship, and contribute to the City's unique cultural and economic identity. Many local businesses are family-owned or community-based, and they tend to focus on serving the immediate needs of residents, offering personalized services and products.

In contrast, corporations in Compton, which may include larger retail chains, manufacturing facilities, and distribution centers, typically have a broader operational scale and more significant resources. These corporations can drive substantial economic activity, providing numerous jobs and contributing significantly to the City's tax revenue.

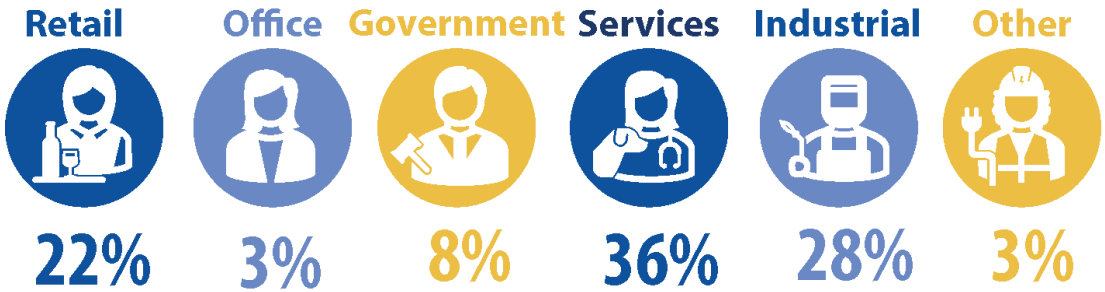
Overall, while local businesses in Compton contribute to the community's character and economic resilience, corporations can bring scale and investment that supports economic growth. Balancing the needs and benefits of both sectors is essential for fostering a thriving local economy.

The services sector makes up 35.6% of employment in Compton, with educational institutions contributing significantly at 11.9% (see Figure ED-1). Service jobs include hospitality staff, automotive technicians, healthcare professionals, legal practitioners, and educators. As of 2024, Compton College employed 621 full-time and part-time staff. The retail sector accounts for 21.9% of employment, with food stores at 4.5% and eating and drinking establishments at 5.9%. Manufacturing follows at 10.5%, with government at 8.2%, wholesale trade at 7.7%, and finance, insurance, and real estate at 2.3%. These figures underscore the importance of services and retail in the local economy.

In the southern part of the City, industrial and warehousing businesses have a higher density of employees per establishment compared to the northern industrial district, which has a slightly lower employee density. The distribution of employment density suggests that industrial and warehousing businesses in the southern sector are more efficient in terms of the number of employees they have relative to their size, while smaller businesses tend to employ fewer workers.

Small businesses along the corridors tend to have fewer employees, while larger shopping districts accommodate a greater number of retail employees. Additionally, the Compton Civic Center has a high concentration of government employees; see Figure ED-2.

Figure ED-1: Percentage Major Employer Sectors (2024)



Source: Esri business and Employment Summary Data, 2024.

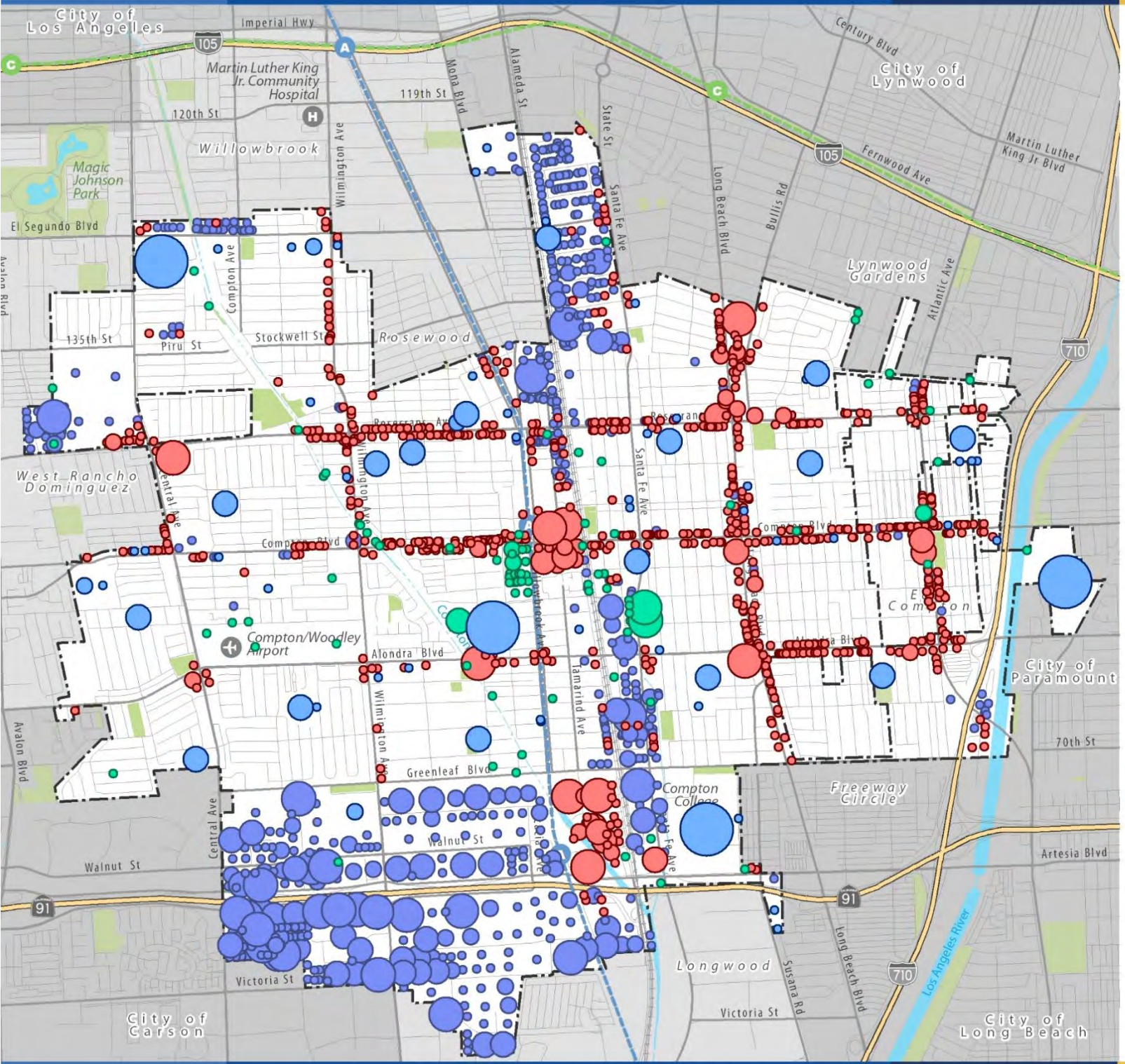


Figure ED-2:
Employment Density

Employment Types

- Education
- Government
- Retail
- Industrial

Number of Employees

- 0 - 25
- 26 - 50
- 51 - 100
- 100 +

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: UrbanFootprint, 2022.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Table ED-1: Percent of Total Employees by Industry Classification in Comparison to Los Angeles County

Industry Classification	Compton	Los Angeles County	Difference	Employment Sectors	Compton	Los Angeles County	Difference
Retail Trade Summary	**22.0%**	**19.1%**	**+2.9%**	**Services Summary**	**35.6%**	**47.0%**	**-11.4%**
Home Improvement	1.1%	0.8%	+0.3%	Hotels & Lodging	0.1%	1.2%	-1.1%
General Merchandise Stores	2.6%	1.6%	+1.0%	Automotive Services	1.6%	1.3%	+0.3%
Food Stores	4.5%	2.5%	+2.0%	Entertainment	3.1%	4.6%	-1.5%
Auto Dealers & Gas Stations	1.9%	1.6%	+0.3%	Health Services	3.3%	9.7%	-6.4%
Apparel & Accessory Stores	1.8%	1.3%	+0.5%	Legal Services	0.4%	2.0%	-1.6%
Furniture & Home Furnishings	1.5%	1.1%	+0.4%	Education Institutions & Libraries	11.9%	8.7%	+3.2%
Eating & Drinking Places	5.9%	7.5%	-1.6%	Other Services	15.2%	19.5%	-4.3%
Miscellaneous Retail	2.7%	2.7%	+0.0%	**Industry Summary**	**27.3%**	**15.9%**	**+11.4%**
Finance, Insurance, Real Estate Summary	**2.3%**	**7.9%**	**-5.6%**	Manufacturing	10.4%	7.6%	+2.8%
Banks, Savings & Lending Institutions	1.0%	1.6%	-0.6%	Transportation	9.2%	4.1%	+5.1%
Securities Brokers	0.2%	1.2%	-1.0%	Wholesale Trade	7.7%	4.2%	+3.5%
Insurance Carriers & Agents	0.1%	1.3%	-1.2%	**Other**	**2.5%**	**2.6%**	**-0.1%**
Real Estate, Holding, Other Investment Offices	1.0%	3.8%	-2.8%	Construction	2.1%	3.0%	-0.9%
Government	**8.2%**	**4.5%**	**+3.7%**	Communication and Utility	1.6%	1.4%	+0.2%
				Agriculture & Mining	0.7%	0.8%	-0.1%
				Unclassified Establishments	0.2%	0.4%	-0.2%

Source: Data Axle, Inc., and Esri Business Summary Report, 2024.

Compton and Los Angeles Employee Comparison

The employment landscape in Compton differs notably from that of Los Angeles County, with distinct strengths and weaknesses across various sectors. Compton exhibits significant concentrations in industrial employment (27.3%) compared to Los Angeles County's 15.9%, an 11.4% difference. Transportation roles are also a standout, with 9.2% of Compton's workforce in this sector versus 4.1% in Los Angeles County, reflecting a 5.1% higher share. Wholesale trade is another strength, employing 7.7% in Compton compared to 4.2% countywide, a 3.5% difference. Government roles account for 8.2% of jobs in Compton, notably higher than Los Angeles County's 4.5%, while education institutions and libraries also have a stronger presence in Compton, with 11.9% of workers compared to 8.7% in Los Angeles County.

In retail trade, Compton slightly outpaces Los Angeles County overall (22.0% vs. 19.1%), with strengths in food stores (4.5% vs. 2.5%) and general merchandise stores (2.6% vs. 1.6%). However, Compton lags in eating and drinking places, which account for only 5.9% of its workforce compared to 7.5% in Los Angeles County. Conversely, Compton faces significant challenges in finance, insurance, and real estate sector, with only 2.3% of its workforce in these sectors compared to Los Angeles County's 7.9%, reflecting a 5.6% disparity. The services sector also shows a notable gap, with Compton at 43.8% versus Los Angeles County's 51.5%. Health services, in particular, are underrepresented in Compton, employing just 3.3% of workers compared to 9.7% in Los Angeles County.

Overall, Compton's employment profile is marked by strong industrial, transportation, government, and educational sectors but trails significantly in finance, health services, and broader service-oriented industries.



An employee for Plenty vertical farm in a warehouse in Compton (Source: LAist)

Composition of Local Tax Revenue

The City of Compton relies on a diverse range of revenue funds to support its expenditure and essential services. The General Fund serves as the primary source for funding daily operations, encompassing public safety, infrastructure maintenance, and community services. Additionally, the passage of Measure P has provided dedicated resources for neighborhood protection and vital City services through a 1% sales tax. Compton also benefits from various grants and funds aimed at specific needs, such as the Supplemental Law Enforcement Fund for public safety initiatives, the Housing Successor Fund for affordable housing projects, and the American Rescue Plan Fund, which addressed recovery efforts related to the COVID-19 pandemic. Other notable sources include State and County gas tax revenues for transportation projects, and specialized funds like the Urban Greening Fund and Community Block Grant Fund that enhance the quality of life for residents. Combined, these revenue streams enable Compton to address its fiscal responsibilities and invest in the community's future.

Measure P

In 2016, Compton voters approved Measure P, the Vital City Services and Neighborhood Protection Measure, which added a 1% sales tax to fund essential improvements. The measure has supported the repair of streets and sidewalks, enhancing street lighting, increasing public safety personnel such as sheriffs and firefighters, expanding youth job training and gang prevention programs, and improving local parks. Measure P also includes a citizen oversight component to ensure transparency in how the funds are spent. For the 2024-2025 Adopted Budget, Measure P was anticipated to generate $15 million in revenue.

Retail Leakage

The retail leakage analysis for Compton reveals that the City is losing a significant portion of potential sales, primarily in automotive-related businesses. In 2021, Compton captured less than one-third of the local demand for motor vehicle dealers and auto parts stores. However, retail sales in other categories, such as gasoline stations, general merchandise, and specialty stores, are boosted by non-residents shopping in the City. This means that while Compton is missing out on automotive sales, it benefits from shoppers coming in for gas, groceries, and other goods.



Target retail store located at Gateway Towne Center on Alameda Street

Household Income and Poverty

Household income and poverty levels are critical indicators of economic development, as they directly influence consumer spending, business attraction, and overall community well-being.

In 2024, Compton's median household income was $69,919, significantly lower than Los Angeles County ($87,857) and California ($97,646). However, this income was projected to rise by 17.7% to $82,321 by 2029, which could stimulate spending and investment in the local economy.

Despite this potential growth, Compton faces challenges due to its high poverty rate of 17%, exceeding both Los Angeles County (14%) and California (12%). Elevated poverty levels hinder economic growth by reducing purchasing power, limiting tax revenues, and increasing the demand for public services. This situation creates difficulties for businesses in sustaining operations and attracting new investments, while also straining public resources that are essential for infrastructure and educational improvements.

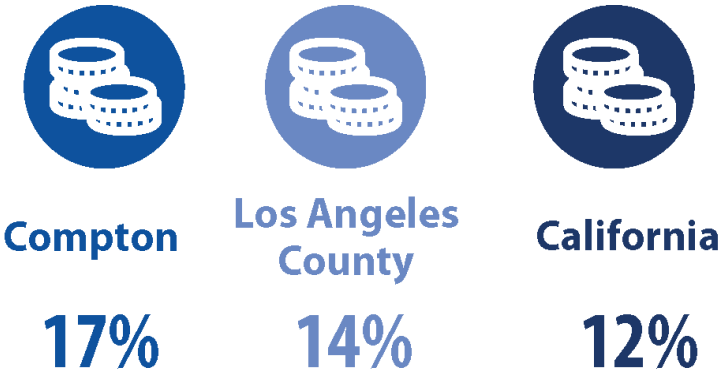
Addressing these economic challenges is vital to creating a stable and sustainable economy in Compton. Initiatives focused on workforce development, job training, affordable housing, and educational opportunities are crucial for reducing poverty and increasing household income. By tackling these issues, Compton can strengthen its local economy and pave the way for a more sustainable future.

Table ED-2: Median Household Income

Median Household Income	Compton	Los Angeles County	California
2024	$69,919	$87,857	$97,646
2029	$82,321	$103,446	$11,538
Change	+17.7%	+17.7%	+14.2

Source: Esri 2023 and 2024 Updated Demographics use the boundaries from the 2020 U.S. Census Bureau data; Esri 2029 five-year forecast for the Median Household Income.

Figure ED-3: Percent of Households Below Poverty Level (2024)



Source: U.S. Census Bureau data and adjusted by Esri, 2024.

Educational Institutions

The state of Compton's education system is critical to overall economic development, as a well-educated workforce is essential for attracting businesses and fostering economic growth.

In 2023, the Compton Unified School District served a diverse student population of 17,437, with 76.5% of students identified as coming from socioeconomically disadvantaged backgrounds and 26.4% classified as English learners (see Table ED-3). Academic assessments reveal some challenges, as students scored 26 points below the standard in English Arts and 56.5 points below in Mathematics, although Compton's Math performance is only slightly below the State average of 49.1. Despite these obstacles, 43.1% of students are prepared for college or careers, approaching the California average of 43.9%. This highlights both the potential for success and the urgent need for targeted interventions and support to improve educational outcomes in Compton.

Career Technical Education (CTE)

The Compton Unified School District offers a comprehensive Career Technical Education (CTE) program designed to enhance workforce preparation and college readiness for all high school students. Available on high school campuses, these programs provide students with essential skills and knowledge across various fields, preparing them for diverse career opportunities and supporting their academic success. By participating in CTE, students contribute to the economic development of the Compton community while gaining valuable experience for their future endeavors.

Table ED-3: School District Test Assessment Scores

2023 Student Population & Academic Performance	Compton Unified	Long Beach Unified	All California Schools
Enrolled Students	17,437	65,554	8,852,544
Percent Socioeconomically Disadvantaged	76.5%	55.4%	61.5%
Percent English Learners	26.4%	16.5%	19.0%
Percent Foster Youth	1.6%	0.8%	0.5%
English Arts Assessment (Points Above/ Below Standard)	-26.0	-7.0	-13.6
Mathematics Assessment (Points Above/ Below Standard)	-56.5	-47.3	-49.1
College/Career Prep (Percent Prepared)	43.1%	46.1%	43.9%

Source: California Department of Education, Assessment Test Results, 2023.

Workforce Development Programs

Workforce development programs are essential for building a strong, resilient economy by equipping individuals with the skills and knowledge necessary to succeed in today's competitive job market. These programs provide pathways to meaningful employment, support lifelong learning, and help bridge the gap between education and industry needs. In Compton, workforce development initiatives play a critical role in economic growth and community empowerment by preparing residents for diverse career opportunities. Below are key examples of programs in Compton that support workforce development.

- **Compton Community College.** At Compton College, workforce development is a priority, preparing students for employment and further education in their chosen career paths. Through programs like Career Technical Education (CTE) and Workforce Development, students gain practical, hands-on experience in various fields, supported by expert instructors. The college offers numerous occupational programs with certificate or degree options and a comprehensive academic curriculum. Whether transitioning to a job, advancing skills, or exploring career options, students can benefit from career counseling and work-based learning opportunities. High school students can also earn college credits for free, preparing for career or university pathways in a technology-driven job market.
- **YouthBuild.** YouthBuild in Compton is a transformative program designed for young people aged 16 to 24 who have left or been pushed out of traditional school systems without earning a diploma. It offers a unique blend of education, vocational training, and leadership development, helping participants earn their high school diploma while gaining valuable job skills. In partnership with the YouthBuild Charter School of California, the program focuses on construction and other career pathways, providing hands-on learning and community service opportunities. YouthBuild empowers Compton's youth to rebuild their lives and contribute to their community through personal and professional growth.
- **Unearthed and Empower Communities (UEC).** This community-focused initiative in Compton is dedicated to fostering growth, empowerment, and leadership among residents. The program emphasizes uplifting underserved communities through educational opportunities, job training, and civic engagement. UEC facilitates two workforce development programs for youth: Pathways Program and Compton Youth Career Pathways.

  UEC: Pathways Program. The Pathways Program supports high school graduates in Compton by offering training, scholarships, and grants to help them pursue higher education, career training, or entrepreneurship. Students are given the tools and resources needed to navigate their chosen path after graduation, working closely with UEC, which partners with residents, businesses, and city officials to foster community development and empowerment.

  UEC: Compton Youth Career Pathways. CYCP is a workforce development program for youth aged 14 to 24, focusing on career and trade skills through job shadowing, community service, and paid internships. The program offers career exploration workshops, resume building, interview skills, and interactive learning sessions, helping young people in grades 8 to 11 prepare for successful careers.

Economic Development Challenges

Compton has had several economic development challenges, including financial mismanagement, which has strained resources, and struggles to retain leadership and staff, causing instability. The City has not invested in key areas like infrastructure, limiting growth potential, while barriers to business growth—such as outdated regulations—hinder local businesses.

Financial Mismanagement

Fiscal mismanagement weakens economic development by limiting the City's ability to invest in essential services, infrastructure, and community improvements that attract businesses and create jobs.

- **Financial Instability and Borrowing.** Compton's financial instability has led to a prolonged reliance on other funds to support its General Fund, which covers core administrative and operational activities. This practice has diminished the resources available in these funds for critical infrastructure projects.
- **Significant Borrowing and Unrepaid Debts.** Compton has borrowed millions of dollars to address cash shortfalls in its General Fund. Persistent debt has had long-term impacts on the City's ability to fund necessary projects.
- **Legal Risks and Consequences.** The borrowing from restricted funds, such as water and sewer funds, which collectively lent over $20 million, has not only limited infrastructure investments but also placed Compton at risk of violating legal restrictions on fund usage. The City must carefully manage its repayment to avoid legal complications and further financial strain.

Struggles to Retain Leadership and Staff

The inability to retain quality staff hinders economic development by disrupting the effective delivery of services, slowing down project implementation, and weakening long-term planning efforts necessary for sustainable growth.

- **Leadership Instability and Turnover.** Compton has faced significant leadership instability, with six City Managers and at least three City Controllers during the early 2020s. This lack of continuity has impacted financial and operational management. The City Manager and Controller play crucial roles in budgeting, financial reporting, and maintaining fiscal stability, but frequent turnover in these positions has hindered effective governance.
- **Vacancies in Key Departments.** Frequent vacancies in critical leadership roles have impeded Compton's ability to address infrastructure, economic development, and staffing needs. The absence of stable leadership has delayed key projects and affected the City's operational efficiency.

Lack of Investments

Lack of Investments for Development. Compton has experienced a prolonged lack of investment in new development, contributing to a landscape dotted with vacant lots and underutilized buildings. This stagnation has hindered economic growth and reduced the City's appeal to potential investors. Many of these vacant properties, once prime areas for commercial or residential projects, have remained unused for years, leading to missed opportunities for revitalization and community improvement.



Vacant land on Rosecrans Avenue

Barriers to Business Growth

Economic development and business growth in Compton face several significant barriers that impede the City's potential for revitalization.

- **Deteriorating Infrastructure.** One of the primary barriers to economic development in Compton is the aging and inadequate infrastructure. Roads, water systems, and transportation networks have deteriorated over time due to lack of investment and maintenance. This has made it more difficult for businesses to operate efficiently and for new companies to establish themselves. Inadequate transportation options, for instance, limit accessibility and mobility for workers and customers, which can deter businesses from setting up operations in the area. Additionally, subpar infrastructure can increase the cost of doing business, as companies may need to invest more in transportation, logistics, and utility services to meet their needs. Modernizing Compton's infrastructure is vital to supporting both current businesses and attracting new investment.
- **Inconsistent and Outdated Zoning Standards.** Zoning regulations shape a city's economic landscape, and Compton's outdated and inconsistent zoning standards present another barrier to business growth. Many of the City's commercial and industrial areas are governed by zoning regulations that do not reflect modern development trends, allow for mixed-use projects, or meet the needs of today's businesses. This rigidity makes it difficult for developers to pursue projects that could bring economic vitality to the City, particularly in areas that could benefit from mixed-use and transit-oriented developments. Furthermore, the lack of coordination between zoning and economic development strategies has resulted in conflicts in land use and underutilized properties, limiting the City's ability to maximize economic potential. See the Our Community Element for land use approaches to address these challenges.

- **Perception of Crime and Public Safety Concerns.** Perceptions of crime and public safety can also be a significant deterrent to economic growth in Compton. While the City has made strides in reducing crime rates, lingering concerns about safety can dissuade both businesses and residents from investing in the community. A negative perception of safety may deter potential investors, reduce foot traffic in commercial areas, and discourage private development. Addressing these concerns through enhanced law enforcement presence, improved public spaces, and community engagement is critical to creating a safe and welcoming environment conducive to business growth. See the Safety Element for approaches to address crime and public safety.
- **Fragmented Economic Development Efforts.** Compton's economic development efforts historically have been fragmented, with limited coordination between City departments, businesses, and community organizations. This lack of a cohesive, long-term strategy has hindered the City's ability to effectively attract new businesses and support existing ones. The absence of a clear economic development plan also means that opportunities for public-private partnerships, redevelopment, and regional collaboration are often missed. To overcome this, the City needs a comprehensive and coordinated approach to economic development that aligns all stakeholders and provides a roadmap for future growth.
- **Impact of Trash and Debris (Blight).** Trash and debris on commercial streets in Compton create a significant barrier to economic development by projecting an image of neglect and disorganization. When streets and public spaces are littered with waste, people develop a negative perception of the area, making it appear unkempt and poorly maintained. This discourages potential businesses from investing or setting up shops, as the visual blight suggests a lack of civic pride and can be associated with lower property values and reduced foot traffic. For businesses, a clean and attractive environment is essential for drawing customers and sustaining growth, and ongoing issues with trash can undermine these efforts, keeping new investors and revitalization opportunities at bay. See the Environmental Justice Element that identifies approaches to address illegal dumping and blight.



Compton Initiative helping to clear trash and debris o

Economic Development Plan

Improving economic development in Compton requires creating and curating a competitive business climate, expanding employment opportunities, and increasing fiscal revenue through targeted redevelopment and private investment. By coordinating business services, offering incentives, and promoting workforce development programs, Compton can enhance local employment and attract new businesses. Revitalizing aging commercial centers with mixed-use development and addressing infrastructure needs will further encourage private investment, while stable City management will ensure long-term sustainability. Policies that focus on aligning workforce training with market needs and promoting transit-oriented development will help create a vibrant, resilient economy.

Competitive Business Climate

Creating a competitive business climate in Compton is essential for attracting and retaining businesses that contribute to the local economy. By offering technical assistance, incentives, and leveraging federal programs, Compton can help both new and existing businesses thrive. The Economic Development Division plays a pivotal role in connecting businesses with resources, positioning Compton as a strong contender within the regional marketplace. Promoting trade shows and marketing the City as a business-friendly destination will further elevate its appeal, fostering job creation and economic growth.

Improving Local Employment and the Workforce

Enhancing local employment and workforce development will reduce unemployment. Collaboration with educational institutions and workforce development organizations ensures that residents receive the necessary skills to meet the needs of local employers. By promoting hiring tax credits and job training programs, Compton can connect its residents to local job opportunities and prepare its workforce for long-term success. These efforts are vital to addressing disparities in education and job readiness, ultimately strengthening the local labor market.

Expanding the City's Fiscal Revenue

Increasing Compton's fiscal revenue is crucial for supporting City services and long-term economic stability. By encouraging the growth of commercial and industrial businesses and pursuing mixed-use developments, the City can boost its tax base. Additionally, exploring new revenue sources such as targeted financial incentives and strategic grants can help address fiscal challenges. Expanding the City's tax base through strategic redevelopment and economic policies will provide the necessary resources to improve infrastructure, public services, and overall quality of life.

Revitalizing Aging Commercial Centers

Revitalizing aging commercial centers presents an opportunity to transform underutilized properties into vibrant community hubs. Streamlining the development process, investing in key infrastructure improvements, and offering market-responsive incentives will encourage redevelopment. By aligning these efforts with community needs and modern market demands, these revitalized centers can serve as focal points for economic activity, job creation, and public gathering spaces, enhancing both the local economy and quality of life.

Encouraging Private Investment

Private investment is a critical driver of economic growth, and Compton can attract more developers by promoting mixed-use and transit-oriented developments. Marketing the City's opportunities to the Southern California development community and offering development-

friendly zoning policies will stimulate interest in projects that bring housing, retail, and services closer to transit hubs. Streamlined approval processes and infrastructure investments will further ensure that Compton is a favorable environment for private sector growth and redevelopment.

Leveraging Opportunity Zones for Economic Growth

Opportunity Zones in Compton present a significant opportunity to stimulate economic growth and revitalization in underserved areas. These zones, designed to attract private investment through tax incentives, can be instrumental in transforming the City's economically distressed neighborhoods.

Opportunity Zones incentivize investment and economic development in distressed communities by providing federal tax benefits to investors for qualified uses. The incentive enables a temporary deferral on capital gains for qualified investments through a Qualified Opportunity Fund (QOF) established with the Internal Revenue Service (IRS).

Investors can defer federal capital gains taxes on the invested gain amounts until there is an event that reduces or terminates the qualifying investment in the QOF. In addition, if the investor holds the investment in the QOF for at least 10 years, the investor is not required to pay federal capital gains taxes on any realized gains from the investment. All QOFs must hold at least 90 percent of assets in qualifying Opportunity Zone properties or businesses.

By targeting investment in these areas (see Figure ED-4), Compton can unlock new opportunities for sustainable growth and economic transformation.

Stable City Management

Stable City management is foundational to Compton's economic development, providing the consistency needed to implement long-term growth strategies. With a focus on transparency, efficient service delivery, and proactive economic planning, Compton can foster investor confidence and community trust. Stable governance allows the City to execute its policies effectively, from attracting businesses to maintaining fiscal health, which is essential for sustained economic progress and community development.

Infrastructure Improvements

Refer to the Urban Systems Element, which outlines strategies and funding approaches to improve the City's infrastructure systems, including water supply, wastewater management, street pavement, and other critical facilities that support a functioning economy.

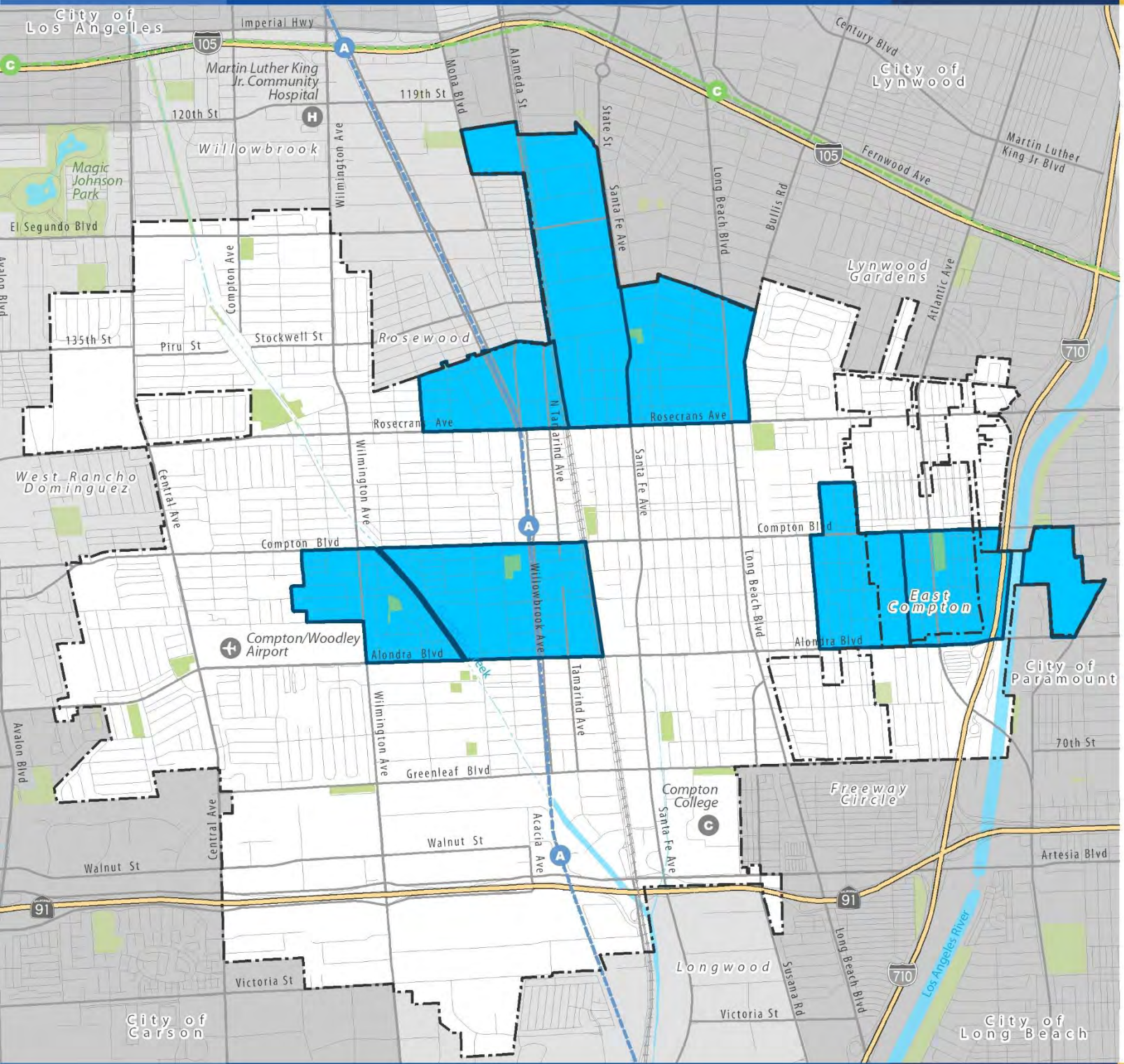


Figure ED-4:
Opportunity Zones

Opportunity Zones

- Opportunity Zones

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: UrbanFootprint, 2022.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Economic Development Goals and Policies

The Economic Development Element focuses on fostering a resilient and inclusive local economy that supports long-term prosperity for residents and businesses. By promoting strategic investments, encouraging entrepreneurship, and attracting diverse industries, the City aims to create a vibrant economic landscape. The goals and policies outlined here are designed to enhance employment opportunities, improve commercial and industrial growth, and ensure equitable access to resources and services. Through these efforts, Compton will position itself as a thriving hub of economic activity, driving innovation and sustainable development.

GOAL ED-1: A DESIRABLE AND COMPETITIVE BUSINESS CLIMATE THAT SERVES THE NEEDS OF THE COMMUNITY FOR JOBS AND SERVICES

Policy ED-1.1: **Coordinate Business Services.** Offer comprehensive business assistance services through in-house programs and external partnerships, with the Economic Development Division serving as a clearinghouse to refer local businesses to County, State, and Federal resources.

Policy ED-1.2: **Technical Assistance and Incentives**. Develop, promote, and deliver competitive incentives and technical assistance for Compton businesses, while periodically surveying similar jurisdictions to ensure the effectiveness of these policies.

Policy ED-1.3: **Leverage federal contract bid preferences and SBA loans.** Use these tools to help attract new business to the City and help with existing business expansions.

Policy ED-1.4: **Trade Shows/Exhibits/Marketing.** Use these tools to promote Compton as a strong location to start a new business or grow an existing business.

GOAL ED-2: A STRONG WORKFORCE BUILT THROUGH EXPANSION OF JOB TRAINING AND SKILL DEVELOPMENT PROGRAMS, AND REDUCED UNEMPLOYMENT THROUGH TARGETED EFFORTS THAT CONNECT RESIDENTS TO LOCAL JOBS

Policy ED-2.1: **Improve Educational Outcomes.** Support efforts to increase adult literacy and high school and college graduation rates among residents.

Policy ED-2.2: **Workforce Development Organizations/Job Training.** Create formal communication channels with workforce organizations to align training with business needs, support retraining for displaced workers, and maximize the relevance of local educational institutions.

Policy ED-2.3: **Promote Hiring Tax Credits.** Make local businesses aware of the availability of new hiring tax credits when hiring Compton residents.

Policy ED-2.4: **Coordinate With Local Businesses to Promote Job Openings.** Use tools such as Compton CareerLink to help connect Compton residents with local job opportunities.

Policy ED-2.5: **Recruit Companies Engaged in International Trade.** Through tools such as trade missions to foreign countries and promotion of the of the

City's existing Foreign Trade Zone (FTZ), the City will target attraction and growth of firms engaged in international trade. As part of this effort, the City will promote logistics properties.

GOAL ED-3: STRATEGIES THAT INCREASE THE CITY'S FISCAL REVENUE (TAX) BASE

Policy ED-3.1: **Increase Number and Quality of Local Businesses.** Pursue policies to increase the number and quality of commercial and industrial businesses in the City, providing greater employment opportunities and new tax revenues to support City services.

Policy Ed-3.2: **Economic Development Plan.** Prepare and periodically update a citywide economic development plan that details actions needed to retain and expand existing City businesses, along with strategies to attract new businesses.

Policy ED-3.3: **Retail/Restaurant Development Along with Housing.** Explore the potential for addressing this policy through mixed-use projects that combine commercial and residential uses, on redevelopment-appropriate parcels if necessary. This policy helps with re-capturing existing retail sales leakage in the City.

Policy ED-3.4: **Targeted Financial Incentives.** Assess the value of financial incentives and programs for business that create new jobs and/or tax revenues.

Policy ED-3.5: **Strategic Additional Revenue Sources.** Investigate the availability of appropriate private, State, and Federal grants that will support the expansion of the local tax base. These additional revenue sources could potentially include a "truck street tax" and/or a truck storage tax.

Policy ED-3.6: **Create a Fiscal Sustainability Plan.** Develop a fiscal sustainability plan to outline specific measures for increasing revenues, reducing expenditures, and eliminating fund deficits.

Policy ED-3.7: **Adopt Budgeting Policies:** Implement budgeting practices that align with industry best standards, ensuring fiscal responsibility, transparency, and long-term financial stability for Compton.

GOAL ED-4: REDEVELOPMENT OF AGING COMMERCIAL CENTERS WITH A MIX OF LAND USES THAT FULFILL MARKET DEMAND AND SERVE AS COMMUNITY GATHERING PLACES

Policy ED-4.1: **Market-Responsive Tools/Incentives to Encourage Redevelopment Of Aging Properties.** Streamline development entitlement process for targeted revitalization/redevelopment areas through preparation of specific plans, program-level CEQA documentation, etc.

Policy Ed-4.2: **Strategic Infrastructure Investments.** Assess infrastructure needs as part of specific planning process for targeted revitalization/redevelopment areas.

Policy ED-4.3: **Infrastructure Financing Mechanisms.** Establish financing mechanisms for high-priority infrastructure.

Policy ED-4.4: **Increased Sheriff Patrol and Code Enforcement.** Increase Sheriff patrols and code enforcement to reduce crime and improve the condition of properties to promote the visual appearance of Compton.

GOAL ED-5: ATTRACT PRIVATE INVESTMENT IN MIXED-USE, TRANSIT-ORIENTED DEVELOPMENT PROJECTS

Policy ED-5.1: **Marketing of development opportunities.** Actively engage with the Southern California development community to promote mixed-use, transit-oriented development opportunities in Compton.

Policy ED-5.2: **Development-friendly zoning and development standards.** Revise zoning policies and development standards to facilitate diverse types of development, with a focus on promoting mixed-use projects near high-quality transit stations and corridors.

Policy ED-5.3: **Expedited entitlements for mixed-use opportunity sites.** Streamline entitlement, project review, and CEQA processes for projects meeting established criteria for mixed-use, transit-oriented development.

Policy ED-5.4: **Infrastructure investments for opportunity sites.** Prioritize City infrastructure investments that enhance the economic feasibility of mixed-use development projects on targeted opportunity sites (especially water, sewer and road-related infrastructure).

GOAL ED-6: STABLE CITY MANAGEMENT TO SUPPORT AND ENHANCE ECONOMIC DEVELOPMENT INITIATIVES

Policy ED-6.1: **Prioritize Open Hiring Processes.** Propose City Charter amendments to ensure an open, competitive hiring process for all positions, especially for key leadership roles.

Policy ED-6.1: **Formalize Human Resources Responsibilities.** Define the responsibilities of the Human Resources Department and ensure it meets these obligations.

Policy ED-6.1: **Conduct Salary Surveys.** Perform a salary survey for all positions and update regularly to maintain competitive compensation.

Policy ED-6.1: **Maintain Job Specifications.** Develop a process to regularly review and update job specifications for all positions.

Policy ED-6.1: **Implement Recruitment Plans.** Document a comprehensive recruitment plan to attract qualified applicants and take ownership of key recruitment processes.

Policy ED-6.1: **Assess Recruitment Efforts.** Formally evaluate each recruitment effort to identify areas for improvement.

Policy ED-6.1: **Report on Human Resources Objectives.** Require the City Manager to submit an annual report on the Human Resources Department's progress toward meeting objectives and reducing vacancies.

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CITY OF COMPTON

Chapter 6
URBAN SYSTEMS ELEMENT

COMPTON
GENERAL PLAN 2045
Building a Better Compton

Chapter 6
Urban Systems Element

COMPTON
GENERAL PLAN 2045
Building a Better Compton

Introduction

The Urban Systems Element establishes the framework for ensuring the City's public infrastructure and services are sustainable, reliable, and capable of supporting current community needs and planned growth. This element sets forth policies to guide the development, maintenance, and enhancement of essential infrastructure systems, ensuring that they are adaptable to changing conditions, technological advancements, and climate impacts. It encompasses a broad range of urban infrastructure systems as follows.

- **Streets and Public Rights-of-Way Maintenance:** Ensuring the regular upkeep and repair of roadway networks, sidewalks, and bicycle lanes to maintain safety, efficiency, and accessibility for all users. The operations of streets and sidewalks are addressed in the Our Mobility Element.
- **Water and Wastewater Systems:** Addressing the provision of clean water, effective stormwater management, and wastewater treatment to maintain public health and environmental quality.
- **Utilities and Communications:** Ensuring the availability of electricity, gas, and telecommunications infrastructure, including high-speed internet access.
- **Climate Adaptation and Resilience:** Integrating strategies to strengthen infrastructure against climate-related risks such as extreme weather events, flooding, and rising temperatures.



Purpose of the Element

The Urban Systems Element provides a comprehensive guide to proactively address the community's current and future infrastructure demands. Well-planned and maintained infrastructure systems are essential for public health, safety, economic stability, and quality of life. Because several non-City agencies and private companies are responsible for infrastructure provision and maintenance, this element reflects the need for public and private sector collaboration in delivering reliable, efficient, and sustainable services.

Through the policies set forth in this element, the City identifies priorities and can allocate resources effectively to address deferred maintenance and upgrade systems to accommodate planned growth and unexpected but welcome innovations.

Relationship to Other Elements

The Urban Systems Element ties most closely to the Land Use Element, as infrastructure fundamentally affects how land is used and developed. The policies in this element also support the Our Mobility, Housing, and Economic Development Elements. . By ensuring that infrastructure systems are modern, resilient, and scalable, the Urban Systems Element helps reinforce the long-term vision for a thriving, adaptable, and sustainable urban environment.



Street repaving in Compton

Community Context

A city's strength is built on the foundation of its infrastructure. This includes the construction and upkeep of streets, sidewalks, water and wastewater services, utilities, and storm drainage. Investing in infrastructure is crucial to meet the needs of both residents and businesses.

Each fiscal year, City staff recommend various infrastructure projects for City Council consideration to ensure resources are allocated where they will deliver the greatest benefits. In Compton, the City is responsible for streets, water services, wastewater (sewage) collection, and local stormwater collection.

Streets and Public Right-of-Way

The Street Maintenance Division is responsible for maintaining public facilities. This includes maintaining sidewalks, streets, and curbs; repairing street potholes; and upkeeping street signs and markings, street trees, alleys, traffic signals, streetlights, sewer collection systems, and storm drain systems. Additional services include emergency response to accidents and incidents in City rights-of-way, asphalt repair, removal of illegally dumped trash, parkway and shoulder repair, street sweeping, graffiti removal, and support for special events. The Division also responds to service requests from the public and other City departments.

Both Southern California Edison (SCE) and the City of Compton share responsibilities for maintaining streetlights, including handling outages. SCE manages most streetlights, while the City maintains a portion in various areas. In 2020, SCE upgraded streetlights to energy-efficient LED versions citywide. The fixtures also include smart-communicating photo sensors, allowing for better management and energy savings.



Street repair

Water Services

The Compton Water Department manages the local system that supplies water to approximately 80,000 residents, plus businesses, through 14,500 residential, commercial, and industrial service connections. The water infrastructure spans 156 miles, with pipes ranging from two to 24 inches in diameter, ensuring the efficient distribution of water.

Designed with flexibility, Compton's water system can adapt to emergency situations, droughts, and other unforeseen conditions by allowing for changes in the source of water supply when necessary. The Water Department operates a state-of-the-art water quality laboratory and maintains numerous water quality testing stations throughout the City. This proactive approach ensures that Compton's drinking water consistently meets or exceeds all State and Federal water quality standards.

The City uses groundwater from the Central Groundwater Basin, managed by the Compton Municipal Water District, as its primary water supply. In emergencies, the City can also acquire water from the Metropolitan Water District of Southern California to supplement supply. An assessment conducted for the *2020 Urban Water Management Plan* confirmed that service reliability can meet customer water demands under both normal and dry year conditions.



A water storage tank with markings identifying Compton as an All-America City that was awarded by the National Civic League in 1952.

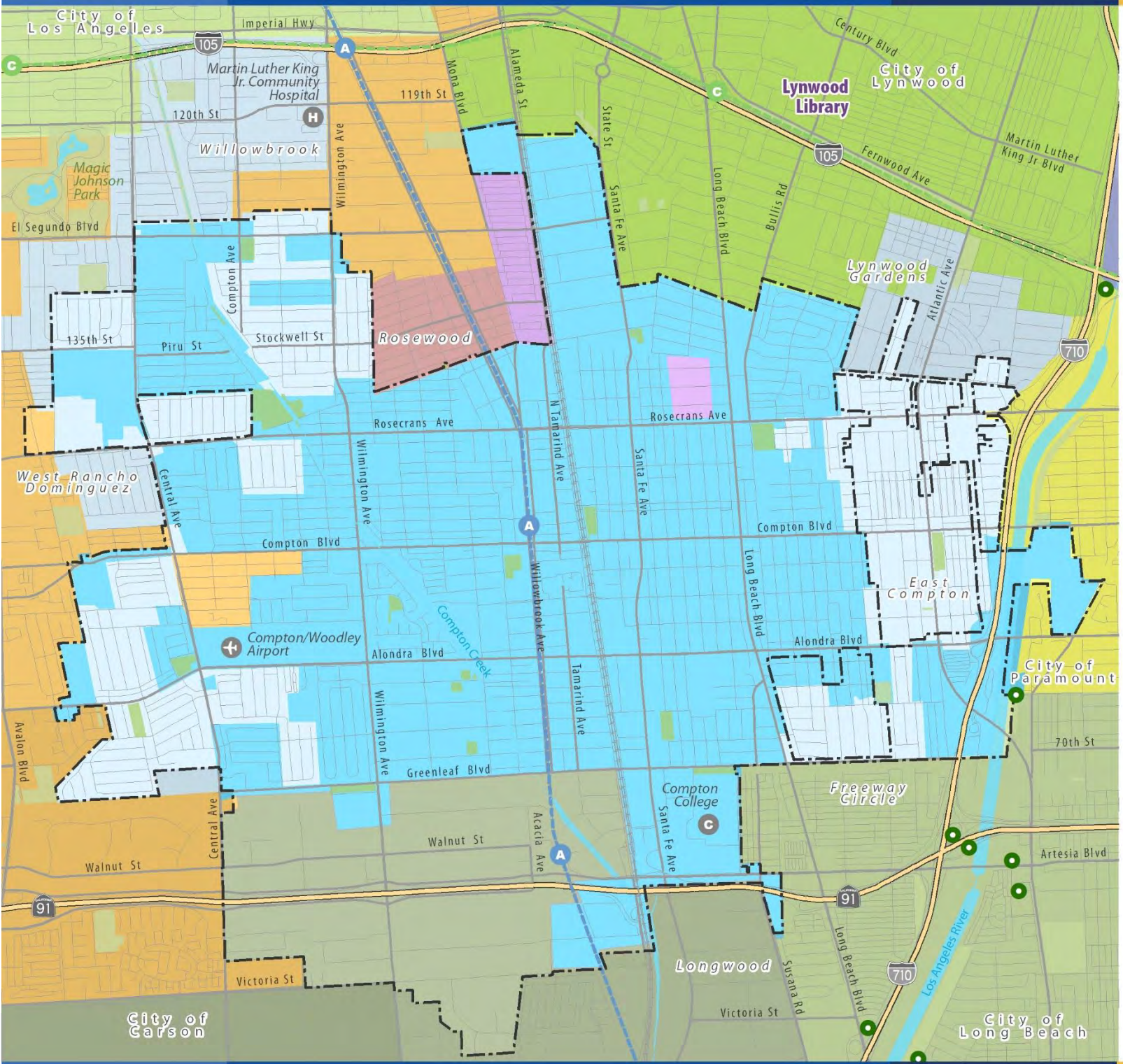

Figure US-1
Water Service Areas

Water Service Areas

- Compton Water Department
- Liberty Utilities Company
- Golden State Water Company
- Cal Water Service
- Sativa LA County Water District
- Lynwood Park Mutual Water Co.
- Long Beach Water Department
- Lynwood Water Department
- Paramount Water Department
- South Gate Water Department
- LA Dept. Water & Power

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: California Water Resources Boards, 2024.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Wastewater

Compton's wastewater services ensure the safe and effective management of sewage generated by residential, commercial, and industrial customers. The Public Works Department oversees the municipal wastewater collection system, collects and transports wastewater to trunk sewer lines operated by the Sanitation Districts of Los Angeles County. Wastewater is transported to the A.K Warren Facility in the City of Carson for treatment. Here, the wastewater undergoes treatment before the resultant solids and remaining water are disposed of consistent with applicable laws.

The County's facility treats approximately 260 million gallons of wastewater daily (as of 2024), with a total permitted capacity of 400 million gallons per day. During primary and secondary treatment, solids are processed in anaerobic digestion tanks, where bacteria break down organic material and produce methane gas. After digestion, the solids are dewatered and sent off-site for composting, land application, or landfill disposal. The methane generated is harnessed to produce electricity and heating steam, allowing the plant to meet most of its own energy needs.

Storm Drainage

Storm drainage refers to the network of pipes, channels, catch basins, and drains that collect stormwater and direct it from streets and properties into regional facilities and, ultimately the Pacific Ocean, thereby reducing the risk of flooding and protecting residents and infrastructure.

Storm drains are a key part of this network, consisting of pipes and culverts. Rainwater and urban runoff flow from street surfaces into catch basins, which are openings typically found at the edges of streets. The catch basins direct the flows into underground lateral lines, which then transport the water into larger main pipes or channels. Channels, such as the Compton Creek drainage channel, are large, open structures that allow stormwater to flow freely into larger bodies of water, such as the Los Angeles River and eventually the Pacific Ocean. The channels have been designed to accommodate flows to the extent that they prevent most urban flooding.

Responsibilities for Maintenance

Storm drainage infrastructure in Compton is maintained by multiple agencies. The U.S. Army Corps of Engineers oversees the Compton Creek drainage channel, a key component of the local stormwater system that diverts water to larger systems, including the Los Angeles River. The Los Angeles County Public Works Department manages major drainage systems, such as the Los Angeles River and the East Branch of Compton Creek.

While larger channels fall under federal and county jurisdiction, Los Angeles County maintains most of the storm drains and catch basins in Compton's streets. The City of Compton is responsible for maintaining some stormwater infrastructure, ensuring smaller drains and catch basins are debris free to prevent localized flooding. This division of responsibilities ensures effective stormwater management and reduces flood risks.

Potential for Stormwater Capture

Parks located near storm drainage systems may offer significant benefits by capturing stormwater for reuse in landscape irrigation. These green spaces can act as natural water retention or detention ponds, reducing the burden on the drainage system during heavy rains and helping to prevent flooding. By using captured stormwater to irrigate park landscaping, Compton can conserve potable water, reduce water costs, and promote sustainable water management. Additionally, this process enhances the health of urban ecosystems, supporting greener, more resilient public spaces that benefit both the environment and the community. Figure US-2 identified parks within 100 feet of a open channel or storm drainage gravity main.



Compton Creek

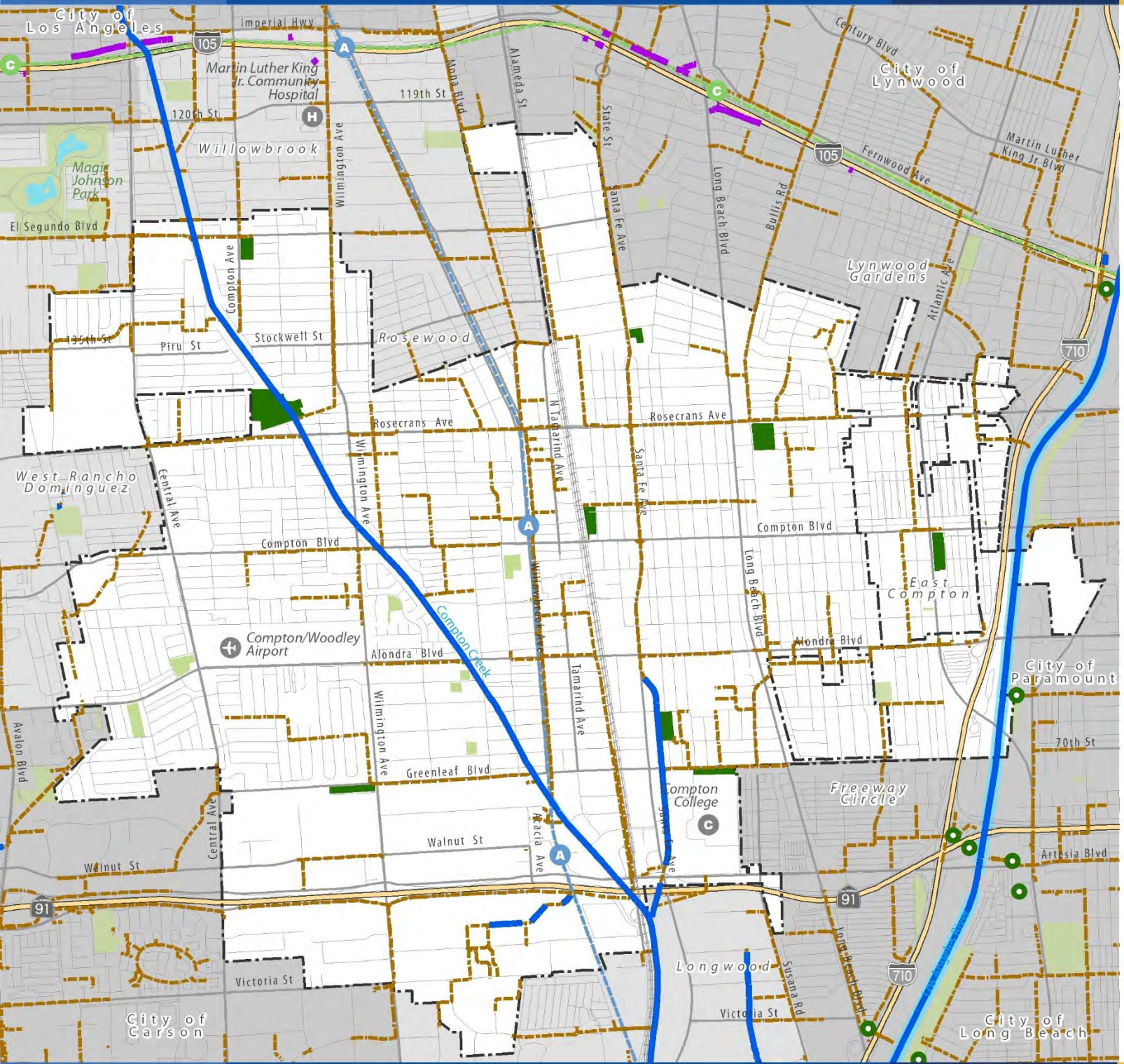

Figure US-2
Storm Drainage System

Storm Drainage System

- Pump Plant
- Standard Gravity Main
- Ditch Open Channel
- Improved Open Channel
- Potential Parks for Stormwater Capture

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: MIG, 2022.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Energy Utilities, Waste Management, and Communications

Other utility services are provided by a combination of private agencies and contractors for natural gas, electricity, waste collection and disposal, telecommunications, and data services. The City collaborates with these service providers to ensure the community has reliable access.

Southern California Gas Company provides natural gas infrastructure, ensuring safe delivery to homes and businesses. Electric services are provided by SCE, a key player in the region's energy sector; SCE focuses on maintaining a stable and sustainable electricity supply.

For waste management, Compton contracts with private haulers for trash collection and recycling. State laws dictate how the haulers operate, including requirements to provide separate collection of solid waste, organic materials (food waste), green waste, and recyclables.

Telecommunications services, including phone, internet, and cable, are offered by multiple providers, ensuring residents have a variety of options. Major providers in the area include Spectrum, AT&T, Frontier, Dish Network, and DirectTV, allowing residents and businesses to select services that best fit their needs.

Given the increasing demand for reliable and efficient utility services, the City is committed to working closely with these providers to enhance infrastructure, address service gaps, and ensure that all customers have equitable access to utilities.

Climate Resilient Infrastructure

Upgrading critical infrastructure is essential to safeguarding against the impacts of climate change and severe storms, which are becoming increasingly frequent and intense. Enhancements to stormwater management systems, for example, can help mitigate flooding risks by improving water drainage and reducing runoff during heavy rainfall. Strengthening bridges, roads, and utility networks ensures they can withstand extreme weather events, protecting public safety and minimizing disruptions to essential services. Strengthening infrastructure against extreme weather involves retrofitting bridges with additional supports, reinforcing roads with weather-resistant materials, and enhancing drainage to prevent flooding. Installing stormwater systems and redundant utilities, such as backup power, further protects against disruptions. Regular inspections and maintenance across these systems ensure they remain resilient during severe conditions.

Additionally, existing infrastructure can incorporate green technologies, such as permeable surfaces and natural buffers, which provide environmental benefits and enhance the community's ability to adapt to changing climatic conditions.

An example of green infrastructure is the Center Avenue Green Street Improvement Project, designed to enhance flood protection, improve water quality, and create recreational opportunities in areas of Compton that lack adequate drainage and green space. The project extends the storm drain system and implements Low Impact Development Best Management Practices to address flooding and protect the adjacent Compton Creek and Los Angeles River watershed.

By prioritizing these upgrades, Compton can build a stronger infrastructure that protects both residents and the environment.



Bioswale with drought-tolerant landscaping



Drought-tolerant landscaping

Disadvantaged Unincorporated Communities

As required by Senate Bill (SB) 244, Disadvantaged Unincorporated Communities (DUCs) within or adjacent to a city's sphere of influence are required to be identified in the General Plan, along with information regarding existing and planned water, sewer, flood control infrastructure, and fire protection services within those communities. DUCs are defined as inhabited unincorporated areas with an annual median household income that is less than 80 percent of the statewide annual median household income.

Under SB 244, any annexation proposal of more than 10 acres requires the annexation of any contiguous DUC unless certain exceptions apply. Additionally, the Los Angeles County Local Agency Formation Commission (LA LAFCO) must consider DUCs when updating or changing spheres of influence for services like sewer, water, or fire protection.

Water and Wastewater

Water services DUCs surrounding Compton vary based on the area and sphere of influence (see Figure US-1 above). Within Compton's stand-alone spheres, water is provided by Liberty Utilities Company. In areas with joint spheres of influence, water services are shared among Sativa Los Angeles Water Company, Lynwood Park, Golden State Water Company, and Liberty Utilities Company. All DUCs are fully developed, with limited opportunities for new development. The responsible water districts have not reported any constraints on their ability to continue serving these communities.

The local wastewater collection system is owned and operated by Los Angeles County Sanitation Districts. Within the DUCs, the collection system interties into the regional mains that convey wastewater to the A.K. Warren Water Resource Facility. The Los Angeles County Sanitation Districts continually assesses demand associated with regional growth.

Flood Control

The storm drain systems in the DUCs are integrated into the regional facilities described above, with street-level collection infrastructure maintained by the Los Angeles County Department of Public Works.

Fire Services

Fire services for unincorporated areas are provided by the Los Angeles County Fire Department (LACFD). Two fire stations provide most immediate services to the DUC areas:

- Station 95: 137 W. Redondo Beach Boulevard in Gardena
- Station 41: 1815 E. 120th Street in Los Angeles

Fire Station 2 at 1320 E. Palmer Street in Compton, can provide services in the eastern portion of the City where unincorporated East Rancho Dominguez is located, including the DUC located here. The Compton Fire Department has mutual aid agreements with the Los Angeles County Fire Department.

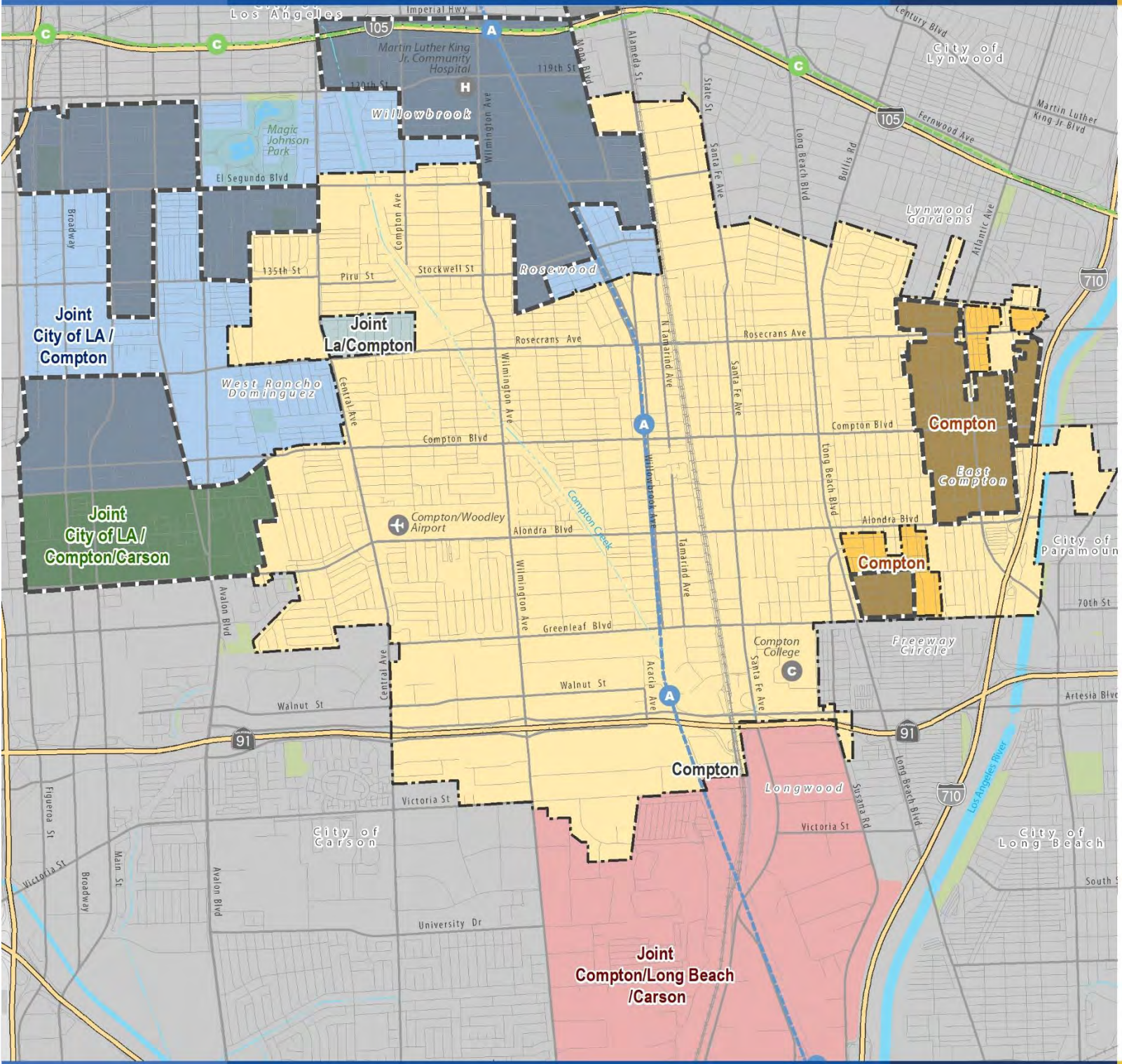

Figure US-3
Disadvantaged Unincorporated Communities

Disadvantaged Unicorporated Communities

- Disadvantaged Unicorporated Communities (DUC)

Joint Sphere of Influences

- Compton Sphere of Influence
- Joint Compton/Long Beach/Carson
- Joint Compton/Los Angeles
- Joint Compton/Los Angeles/Carson
- Compton Incorporated Boundary

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
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- Waterbodies
- Parks/Open Space

Data Source: LA County LAFCO, 2022.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Key Challenges

Effective Capital Improvement Planning

Compton's infrastructure challenges are rooted in a lack of consistent improvement planning and adequate investment. While the City updated its Capital Improvement Plan (CIP) in 2018, integrating additional funding from Measure P, a one-percent sales tax aimed at repairing local streets, sidewalks, and enhancing pedestrian street lighting, further challenges remain. However, despite these efforts, the City still faces a long list of deferred maintenance on its facilities and infrastructure, which has further exacerbated its infrastructure needs. Regularly updating the CIP is crucial to ensuring the City can effectively prioritize projects, allocate funding, and prevent infrastructure from falling into disrepair. Without consistent planning and investment, deferred maintenance continues to accumulate, causing delays in necessary improvements and impacting both service reliability and public safety. A regularly updated CIP is essential for long-term infrastructure sustainability and the overall well-being of the community.

Deteriorating Streets

Compton's streets face significant challenges, with 50 percent classified as poor or very poor, indicating the need for major reconstruction. A 2021 pavement report estimated that maintaining streets at their current condition would require $2.6 million annually, while improving them to a fair condition would need $50 million over five years. The City secured funding in 2021, including a $37 million bond, to address some of these needs. However, consistent ongoing staffing shortages and the absence of a comprehensive CIP have made it difficult to fully implement the report's recommendations and address all critical street repairs.

Aging Water Infrastructure

Compton's aging water infrastructure threatens the reliability of its water supply. Two of the City's eight water wells are currently inactive, one for over a decade, and several others are nearing the end of their useful lives. A 2022 water study identified over $53 million in needed improvements, yet progress has been slow. Also in 2022, the City allocated $8 million in federal funding, but this only addressed a fraction of the required upgrades. Challenges in planning and prioritizing water infrastructure projects in Compton have contributed to ongoing service interruptions and potential public safety concerns. Efforts to address aging infrastructure are underway, but further progress is needed to ensure reliable water service and mitigate risks.

Sewer System Overflows

Compton experienced more than 40 sewage overflows between 2010 and 2024, resulting in public health and environmental hazards. Despite entering a legal agreement in 2016 to address its aging sewer system, the City has not completed key infrastructure projects. Three of the five required projects, estimated to cost $12 million, remain unfinished. The City's outdated master sewer study from 2008, combined with limited funding and staffing shortages, has hindered its ability to prevent future overflows and meet legal obligations.

Strategies for Infrastructure Renewal and Sustainable Growth

To address Compton's infrastructure challenges, the following comprehensive strategies can help improve planning, funding, and execution for critical projects across streets, water infrastructure, and the sewer system.

Ongoing Capital Improvement Plan (CIP) Development and Update

Conduct a CIP Review and Update and Establish a Multiyear Process

To tackle Compton's infrastructure challenges, a comprehensive review of the existing Capital Improvement Plan is essential. This process will involve close collaboration with City staff and key stakeholders to update the plan, ensuring it reflects current conditions and aligns with long-term goals. By prioritizing the most critical infrastructure needs across all departments, the city can improve its planning efforts and better serve the community.

The development of a robust and rolling five-to-10-year CIP will further streamline the City's infrastructure planning efforts. By incorporating cross-departmental input, the City can effectively prioritize projects, enabling more strategic resource allocation. This multi-year approach will mitigate the piecemeal method of improvements, fostering a more cohesive and comprehensive strategy for infrastructure development.

Regular Monitoring and Reporting

To ensure transparency and accountability, implementing a monitoring and reporting system for the CIP is crucial. This will facilitate regular updates on progress and allow for timely adjustments to address emerging infrastructure needs. By maintaining an ongoing assessment of the CIP and annual reporting to City Council, Compton can adapt its strategies to meet evolving challenges effectively.

Expand Funding Strategies

A diverse array of funding mechanisms is vital for the long-term success of infrastructure improvements. By actively pursuing state and federal grants, establishing public-private partnerships, and exploring additional local funding measures, Compton can secure the financial support necessary to address its infrastructure needs comprehensively.

Street Maintenance

Leverage Existing Pavement Reports

Compton's Pavement Management Program recommended several key strategies to address the city's deteriorating streets. It emphasized the need for regular preventative maintenance like slurry seals and overlays, as these can extend the lifespan of streets and reduce the need for costly repairs. The program also highlighted a critical budgetary need: allocating funds specifically to maintain pavement condition and address the growing maintenance backlog. This includes targeting specific streets for major repairs and reconstruction based on their current state.

Utilizing the recommendations from the pavement report is a critical step in addressing the deterioration of Compton's streets. By creating a phased maintenance and reconstruction plan based on these findings, the City can focus on the most critical areas first, ensuring that resources are allocated where they are needed most.

Prioritize High-Impact Street Repairs

Allocating funding toward streets with the highest traffic volumes and safety concerns should be a top priority. Heavy warehouse and industrial trucking in Compton have severely impacted the condition of city streets.

These large trucks create far more stress on road surfaces than typical vehicles, leading to cracks, potholes, and accelerated pavement deterioration.

By addressing these high-impact areas in the initial phases of the reconstruction effort, Compton can enhance public safety and improve the overall condition of its streets.

Aging Water Infrastructure

Implement Recommendations from Current Water Studies

To enhance the reliability of Compton's water system, prioritizing the rehabilitation of inactive wells and the construction of new ones is essential. This action will address immediate concerns and lay the groundwork for a more resilient water supply infrastructure.

Phased Infrastructure Upgrades

Developing a phased plan for replacing aging pipes and water tanks is crucial for long-term water system modernization. By beginning with the oldest and most vulnerable components, the City can systematically improve the infrastructure, reducing the risk of service interruptions.

Enhance Monitoring and Maintenance

Investing in modern water monitoring systems and establishing proactive maintenance programs will significantly minimize future breakdowns and interruptions in service.

Secure Additional Funding

To cover needed upgrades, exploring funding opportunities through the State Water Resources Control Board, federal infrastructure bills, and water-related grants is vital. Additionally, considering rate adjustments and leveraging water utility revenue will support the City's long-term water infrastructure needs.

Comprehensive Wastewater Management

Complete Pending Sewer Projects

Prioritizing the completion of the remaining infrastructure projects mandated by legal agreements and California State Auditor is essential to avoid future penalties and minimize environmental hazards. By addressing these obligations, Compton can enhance its sewer management efforts.

Regularly Update the Sewer Master Study

Regularly updating the Sewer Master Study will provide an ongoing assessment of current conditions, allowing for the continuous prioritization of pipeline replacements and the identification of additional improvement needs.

Establish a Preventative Maintenance Program

Implementing regular annual inspection and maintenance schedules will significantly reduce the risk of sewer overflows. Routine cleaning and repairs of pipelines will help address issues before they escalate, ultimately enhancing the City's sewer system reliability.

Pursue Funding and Partnerships

To support sewer upgrades, securing additional funding from state and federal sources is crucial. Exploring regional partnerships with neighboring cities for cost-sharing on larger infrastructure projects can also enhance the effectiveness and sustainability of sewer system improvements.

Cross-Cutting Strategies for Staffing and Capacity Building

Address Staffing Shortages

To improve Compton's capacity to manage infrastructure projects, hiring or contracting additional staff in key departments such as Public Works and Engineering is essential. Current staffing levels are low, limiting the city's ability to respond to service demands and address critical infrastructure needs. Increasing staff would enable more effective planning, consistent project execution, and better service provision to the community. A well-staffed team will ensure the city can tackle ongoing infrastructure challenges more efficiently, ultimately enhancing public safety and quality of life.

Provide Staff Training and Development

Investing in training programs for current staff will enhance their expertise in project management, capital planning, and infrastructure maintenance. By developing the skills of the workforce, the City can better equip itself to address ongoing infrastructure challenges.

Enhance Public Engagement and Communication

Regularly updating the public on the status of infrastructure projects is crucial for increasing transparency and fostering community support. Effective communication strategies will help build trust and ensure that residents are informed about the improvements being made to their City.

Comprehensive Infrastructure Optimization

Develop a Fee-for-Service Model

Implementing a fee-for-service model for certain City services can generate additional revenue while ensuring that costs are covered. Services like bulk trash collection or special event permits could be charged based on usage, distributing the financial burden more equitably.

Explore Public-Private Partnerships

Engaging in public-private partnerships (PPPs)can provide funding for infrastructure projects without relying solely on taxpayer dollars. By collaborating with private entities, the City can leverage additional resources for projects that benefit residents while minimizing financial risks. Public-private partnerships can help Compton finance infrastructure projects without relying solely on taxpayer dollars. By collaborating with private entities, the city can access additional resources for projects such as road upgrades, utility system improvements, or public parks. These partnerships allow the City to share financial risks, attract private investment, and ensure the long-term sustainability of projects. For example, private developers can finance housing projects or fund park renovations, while the city can offer incentives like land or tax benefits, ensuring that community needs are met with minimal public investments.

Adopt Technology Solutions

Investing in technology can improve operational efficiency across City departments. Implementing digital solutions for processes such as permitting, billing, and maintenance tracking can reduce administrative costs and enhance service delivery for residents.

For example, implementing a digital permitting system can reduce wait times and paperwork, making it easier for residents and businesses to apply for permits. Billing systems can be automated to ensure timely payments and reduce errors, while maintenance tracking software can help departments monitor infrastructure repairs and equipment usage, ensuring timely service and reducing downtime. These digital solutions

improve efficiency, lower administrative costs, and enhance communication with residents

Conduct Efficiency Audits

Regular efficiency audits can identify areas for improvement within City operations. These audits should focus on optimizing workflows, reducing redundancies, and ensuring that resources are allocated effectively to maximize service delivery while minimizing costs.

Encourage Community Involvement in Budgeting

Creating a participatory budgeting process allows residents to engage directly in financial decision-making. By involving the community in budget allocation discussions, the City can ensure that funds are directed toward initiatives that align with residents' needs and priorities.

Urban Systems Goals and Policies

In addressing the diverse needs of its residents and promoting sustainable development, the Urban Systems Element encompasses a comprehensive framework to guide the planning, management, and enhancement of essential public facilities and infrastructure services.

GOAL US-1: ONGOING MAINTENANCE, REPAIR, AND UPKEEP OF CITY-OWNED INFRASTRUCTURE

Policy US-1.1: **Deferred Maintenance Assessment.** Assess deferred maintenance needs for City Hall and public buildings to prioritize repairs and allocate resources effectively.

Policy US-1.2: **Maintenance Management System.** Create long-term maintenance plans reviewed annually for regular inspections, preventive maintenance, and repairs to prevent further deterioration.

Policy US-1.3: **Capital Improvement Investments.** Allocate funds for capital projects to address maintenance backlogs, renovate aging facilities, and modernize infrastructure.

Policy US-1.4: **CIP Monitoring and Reporting.** Implement annual monitoring and reporting for the Capital Improvement plan (CIP) to track progress, ensure transparency, and adjust to emerging infrastructure needs.

GOAL US-2: OPTIMZED DELIVERY OF INFRASTRUCTURE SYSTEMS

Policy US-2.1: **Staff Capacity Building for Infrastructure Projects.** Address staffing shortages and enhance staff training to improve the City's ability to manage and execute infrastructure projects effectively.

Policy US-2.2: **Community Engagement in Infrastructure Planning.** Increase public communication on infrastructure projects to foster transparency and community support for ongoing improvements.

Policy US-2.3: **Public-Private Partnerships for Infrastructure.** Explore partnerships with private entities to fund and support infrastructure projects without solely relying on taxpayer dollars.

Policy US-12.4: **Adoption of Technology for Efficiency.** Invest in technology solutions to streamline City operations, reduce administrative costs, and enhance service delivery.

Policy US-12.4: **Annual Report on Measure P Funds.** Implement annual monitoring and reporting for the Measure P Funds to track progress and ensure transparency.

GOAL US-3: SUSTAINABLE FUNDING SOURCES TO ADEQUATELY MAINTAIN AND IMPROVE INFRASTRUCTURE

Policy US-3.1: **Dedicated Infrastructure Maintenance Fund.** Establish a dedicated infrastructure maintenance fund, financed by a portion of City revenues and

new fees, to address deferred maintenance and avoid future infrastructure deterioration.

Policy US-3.2: **Public-Private Partnerships for Infrastructure Investment.** Leverage public-private partnerships (PPPs) to attract private investment and share costs for critical infrastructure upgrades and deferred maintenance projects.

Policy US-3.3: **Infrastructure Bond Measures.** Pursue voter-approved infrastructure bond measures to generate immediate capital for repairing and upgrading aging infrastructure systems.

Policy US-3.4: **Infrastructure Improvement Grants and Federal Funding.** Actively seek State and Federal grants, including those for infrastructure resilience and innovation, to finance deferred maintenance projects across the City.

Policy US-3.5: **Long-Term Capital Improvement Plan with Deferred Maintenance Prioritization.** Update the long-term Capital Improvement Plan to prioritize deferred maintenance needs and allocate funding accordingly through multi-year budget cycles.

GOAL US-4: SAFE, WELL-PAVED STREETS, WITH FUNDING FOR MAINTENANCE

Policy US-4.1: **Street Paving and Resurfacing:** Implement a paving program to fix deteriorating streets, prioritizing high-traffic areas and roads needing the most maintenance through a priority point system.

Policy US-4.2: **Sidewalk Installation and Repair:** Create a sidewalk repair/replace program to expand and repair sidewalks, ensuring pedestrian safety and connectivity across the city, with a focus sidewalk upgrades in areas with high pedestrian activity, near schools, transit, and commercial districts.

Policy US-4.3: **Street Lighting Upgrades:** Upgrade streetlights to energy-efficient LEDs and expand coverage to improve visibility, safety, and deter crime.

Policy US-4.4: **Maximizing Street Infrastructure Funding.** Leverage available bonds, Measure P funds, and additional grants to accelerate critical street maintenance and repair projects.

GOAL US-5: A WATER SYSTEM THAT PROMOTES CONSERVATION, RESOURCE STEWARDSHIP, AND LONG-TERM WATER SECURITY

Policy US-5.1: **Infrastructure Investment.** Annually invest in upgrades and rehabilitation of water infrastructure to improve reliability, efficiency, and reduce water losses and leaks.

Policy US-5.2: **Proactive Maintenance.** Develop a proactive maintenance plan based on objective point system to address aging infrastructure, reduce water main breaks, and extend asset lifespan.

Policy US-5.3: **Water Quality Protection.** Implement source water protection, watershed management, and pollution prevention measures to safeguard drinking water from contamination.

Policy US-5.4: **Water System Funding.** Seek grants and funding opportunities through state and federal sources to support essential water system upgrades.

GOAL US-6: EFFICIENT AND ENVIRONMENTALLY SOUND WASTEWATER MANAGEMENT AND TREATMENT SERVICES

Policy US-6.1: **Collection System Maintenance.** Maintain, repair, and reconstruct wastewater systems to prevent overflows, reduce infiltration, and ensure functionality.

Policy US-6.2: **Regular Inspections.** Conduct regular inspections, cleanings, and repairs to prevent backups, spills, and contamination.

Policy US-6.3: **Wastewater Facilities Prioritization:** Prioritize infrastructure projects based on condition, risk, compliance, and community impact.

Policy US-6.4: **Industrial Collaboration:** Work with industrial users to reduce pollutants and protect water quality through best practices and prevention measures.

Policy US-6.5: **Reclamation Projects:** Implement water reclamation and recycled grey water systems to irrigate parkland, medians, fire hydrants, and restrooms to reduce reliance on freshwater.

Policy US-6.6: **Wastewater Infrastructure Assessment:** Assess wastewater assets to identify critical deficiencies and operational challenges.

Policy US-6.7: **Rehabilitation and Upgrades:** Upgrade wastewater infrastructure based on an objective evaluation system to improve reliability and treatment capacity for current and future needs.

Policy US-6.8: **Funding Strategies:** Secure funding through grants, bonds, and partnerships to support wastewater infrastructure projects.

GOAL M-7: AFFORDABLE ELECTRICAL UTILITY SERVICES

Policy US-7.1: **Renewable Energy Integration.** Support distributed energy resources, community solar, and net metering to promote local clean energy generation and energy independence.

Policy US-7.2: **Energy Efficiency.** Implement programs to reduce peak electricity consumption, lower costs, and manage peak demand on the grid.

GOAL M-8: EXPANDED ACCESS TO RELIABLE, HIGH-SPEED COMMUNICATIONS SERVICES

Policy US-8.1: **Broadband Deployment.** Consult with broadband providers to facilitate expansion of broadband infrastructure and high-speed internet access to underserved areas and neighborhoods.

Policy US-8.2: **Digital Inclusion.** Promote digital literacy and inclusion programs to ensure equitable access to technology and online services for underserved populations.

Policy US-8.3: **Public-Private Partnerships.** Collaborate with private companies and government agencies to expand broadband access through shared infrastructure and resources.

GOAL M-9: PUBLIC FACILITIES AND INFRASTRUCTURE RESILIENT TO CLIMATE CHANGE AND EXTREME WEATHER

Policy US-9.1: **Renewable Energy Integration.** Support distributed energy resources, community solar, and net metering to promote local clean energy generation and energy independence.

Policy US-9.2: **Energy Efficiency.** Implement programs to reduce electricity consumption, lower costs, and manage peak demand on the grid.

Policy US-9.3: **Infrastructure Protection and Retrofitting.** Retrofit critical infrastructure to withstand climate hazards like flooding and extreme heat, ensuring functionality during extreme weather.

Policy US-9.4: **Floodplain Management and Resilience.** Develop floodplain management strategies and mitigation plans to reduce flood risks and protect infrastructure and vulnerable communities.

Policy US-9.5: **Flood Management Coordination.** Collaborate with regional agencies to implement floodplain regulations and development standards, reducing flood hazards and improving resilience.

Policy US-9.6: **Electrical System Resilience.** Protect electric infrastructure by undergrounding power lines, installing backup systems, and hardening substations to ensure reliable electricity during extreme events.

GOAL M-10: EQUITABLE INFRASTRUCTURE ACCESS WITHIN DISADVANTAGED UNINCORPORATED COMMUNITIES

Policy US-10.1: **Needs Assessment and Prioritization.** Assess infrastructure deficiencies and prioritize needs in disadvantaged unincorporated communities, considering demographics and community input.

Policy US-10.2: **Equitable Service Delivery.** Ensure fair access to essential infrastructure services for disadvantaged communities by addressing systemic inequalities and barriers.

Policy US-10.3: **Infrastructure Resilience Coordination.** Work with agencies, stakeholders, and community organizations to expand services and improve infrastructure resilience in underserved areas.

Policy US-10.4: **Funding Resource Consultation.** Consult with Los Angeles County to secure funding for expanding sewer infrastructure in underserved communities lacking centralized systems.

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CITY OF COMPTON

Chapter 7

ENVIRONMENTAL JUSTICE ELEMENT

COMPTON
GENERAL PLAN 2045
Building a Better Compton

Chapter 7
Environmental Justice Element

Introduction

Equity and environmental justice are key overarching objectives for the Compton General Plan. Compton strives to be a city where all neighborhoods thrive, and community members have what they need to lead healthy and productive lives. This includes clean air, land, and water; affordable housing; an enjoyable, accessible network of parks, recreation, and community facilities; access to nutritious food; and other community assets distributed equitably throughout the city.

Environmental justice provides a specific lens through which to redress disparities in health outcomes that fall along a community's racial, ethnic, gender, and economic identities. The geographical dimension of these disparities became etched in maps through redlining, racially restrictive covenants, Jim Crow laws, and exclusionary zoning. Barriers to voting, equal representation, and discrimination in appointments against Black, Hispanics, Asian, Pacific Islanders, and American Indians created the decision-making environments that let harmful land uses flourish and public infrastructure fail to meet the needs of the underserved. The democratic deficits of that system—including a lack of transparency—prevented these communities from being informed about disparities and from having meaningful participation in political processes.

This Environment Justice Element represents the City's commitment to addressing the history of unjust governmental actions that have affected Compton directly; ensure that all people receive equal treatment, equal access, and equal protections; and that everyone can engage in decisions that affect their health and economic well-being.

What is Equity?

In Compton, equity means all people have full and equal access to opportunities that enable them to attain their full potential. Equity is not the same as equality. Equality treats everyone the same exact way, regardless of differences and specific needs. Equity recognizes that each person has different circumstances and allocates the exact resources and opportunities needed to achieve an equal outcome.

Purpose of the Element

The State of California defines environmental justice as "the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies." Fair treatment means that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations and policies. In 2016, Senate Bill 1000 amended California Government Code Section 63502 to require cities and counties with disadvantaged communities to incorporate environmental justice (EJ) policies into their general plans.

If a city, county, or city and county has a disadvantaged community, then the environmental justice element, or related environmental justice goals, policies, and objectives integrated in other elements, are required to do all the following:

- Identify objectives and policies to reduce the unique or compounded health risks in disadvantaged communities by means that include, but are not limited to, the reduction of pollution exposure, including the improvement of air quality, and the promotion of public facilities, food access, safe and sanitary homes, and physical activity.
- Identify objectives and policies to promote civil engagement in the public decision-making process.
- Identify objectives and policies that prioritize improvements and programs that address the needs of disadvantaged communities.

Environmental justice seeks to correct existing inequalities regarding pollution and health burdens that certain neighborhoods face. Environmental justice is grounded in principles of justice and fairness and focused on creating a society in which everyone can participate, prosper, and reach their full potential. Equitable outcomes come about when smart, intentional strategies are in place to ensure that everyone can participate in and benefit from decisions that shape their neighborhoods and communities.

"Improved air quality, elimination of industrial noise and pollution, and noxious truck emissions that impact residential neighborhoods. A city where all residents have easy access to community facilities, healthy food choices, parks and facilities, and safety and sanitary homes. A community in which everyone can readily engage in civic life and public decision-making processes in languages in which they have the most comfort."

--Compton General Plan Objective

Relationship to Other Elements

Because environmental justice topics touch all aspects of the Compton community's daily lives, the Environmental Justice Element serves as a roadmap to the city becoming a more equitable and healthier place. The goals and policies in this and the other elements are intricately connected. For example, this element identifies community needs for additional healthy food outlets, solutions to increase access to parks, and ways to reduce impacts of industrial pollution. In addition to these goals and policies, the Land Use and Mobility Elements include strategies to expand opportunities for much-needed community benefits, such as grocery stores, improved roadway safety, and land use practices that protect residents and reduce pollution. The Infrastructure Element aims for

adequate, equitable access to quality infrastructure and facilities. The Housing Element focuses on the provision of affordable housing, avoiding displacement of current residents, and improving housing quality, all key environmental justice issues.



Community Context

The legacies of past land use planning and zoning decisions have significantly influenced the environmental justice issues seen today. To address these issues and strive for a more equitable future, it is imperative to acknowledge the historical trends as they relate to land use patterns, housing and economic development, transportation infrastructure, and other factors that have shaped Compton.

Historical Context

Prior to the 1950s, Compton was predominantly a white community. This was largely due to the implementation of restrictive covenants widely used in the early 20th century which explicitly barred "people of color" from owning or renting homes in many areas throughout current day Los Angeles County, which includes many areas of Compton. This practice enforced racial segregation and maintained the neighborhood's predominantly white composition. However, a Supreme Court ruling in 1948 which made housing covenants illegal lead to a large influx of Black families establishing themselves in the Compton suburbs. Despite this influx of Black families moving into the city, many cities across the United States experienced a period of redlining, a discriminatory practice that denied residents of color access to fair housing opportunities. This practice, prevalent in the early 20th century, involved assigning numerical grades to neighborhoods, often based on racial demographics. These grades were used by banks and real estate agents to determine whether to provide loans or sell properties in certain areas. As a result, Blacks were effectively excluded from access to mortgages and homeownership and thus often forced to live in overcrowded and substandard housing. This practice helped to create and further reinforce racial segregation, making it difficult for Black individuals to build wealth and accumulate assets. Today, the effects of redlining can still be seen in the higher poverty rates and lower homeownership rates of Black communities. Similarly to restrictive covenants, legal agreements embedded in property deeds sometimes prohibited the sale or rental of homes to people of color. These systemic barriers have had a lasting impact on Compton, contributing to a legacy of inequality and limited opportunities for many within the community.

The legacy of redlining and other racist policies continues to cast a long shadow over Compton. The city's predominantly Black and Hispanic/Latino population experiences significantly higher rates of poverty, unemployment, and health disparities compared to other areas in Los Angeles County. These persistent inequalities are rooted in the systemic discrimination of the past. Addressing them requires a multi-faceted approach that dismantles the structural barriers that perpetuate inequality, invests in community development, and fosters opportunities for all residents to thrive in a just and equitable society.

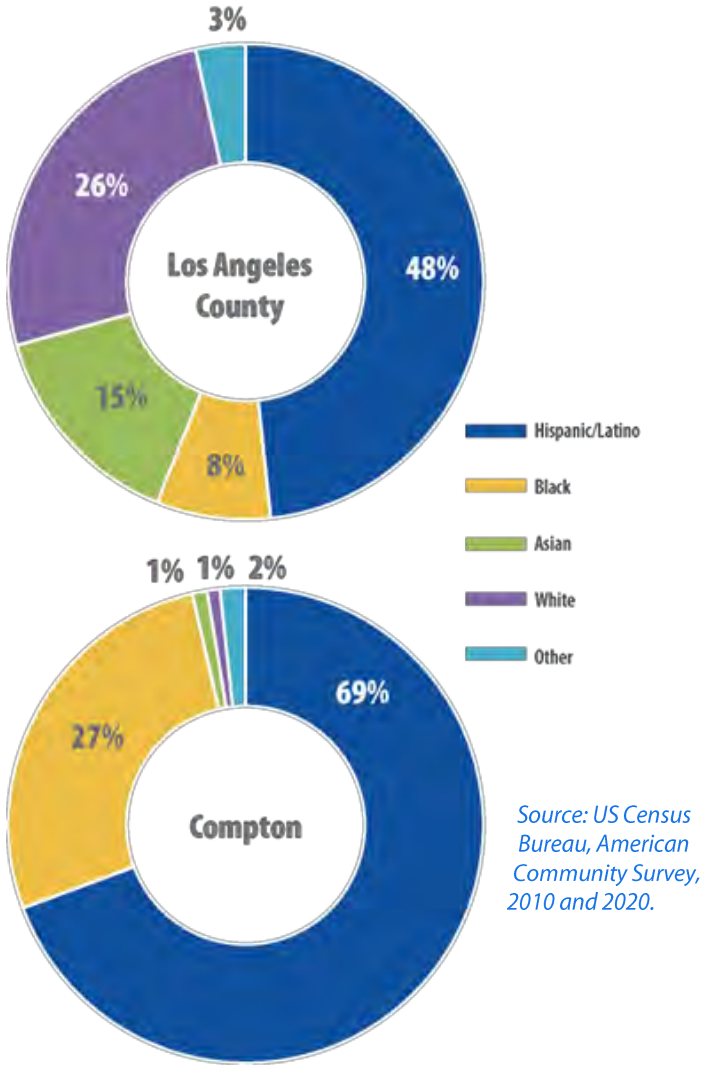
Demographics of Compton

As of 2020, Compton's population consists of nearly 70 percent Hispanic/Latino residents, compared to about 50 percent in Los Angeles County (see Figure EJ-1 and EJ-2). The Black community has played a significant role in shaping Compton's identity. The city gained prominence as a predominantly Black community during the twentieth century, attracting many Black families seeking homeownership opportunities and escaping racial segregation. Compton became known for its vibrant Black culture, music, and activism. However, Compton's demographics have become more diverse over the years. Hispanic/Latinos, primarily of Mexican and Central American heritage, have also had a significant presence in Compton. Latino residents contribute to the cultural fabric of the city and have their own vibrant community organizations, businesses, and cultural celebrations. The ongoing demographic shift from majority Black to majority Latino

residents is important in defining housing needs in Compton. For a variety of reasons, Latinos typically have larger household sizes compared to other racial or ethnic groups. Recent Hispanic or Latino immigrants also tend to have lower incomes than residents who have lived in the United States for a longer period.

Compton also has a notable population of residents from other racial and ethnic backgrounds, including Asian Americans, Pacific Islanders, and individuals of mixed heritage. These communities further enrich the City's diversity and cultural exchange.

Figure EJ-1: Race/Ethnicity (2020)



Source: US Census Bureau, American Community Survey, 2010 and 2020.

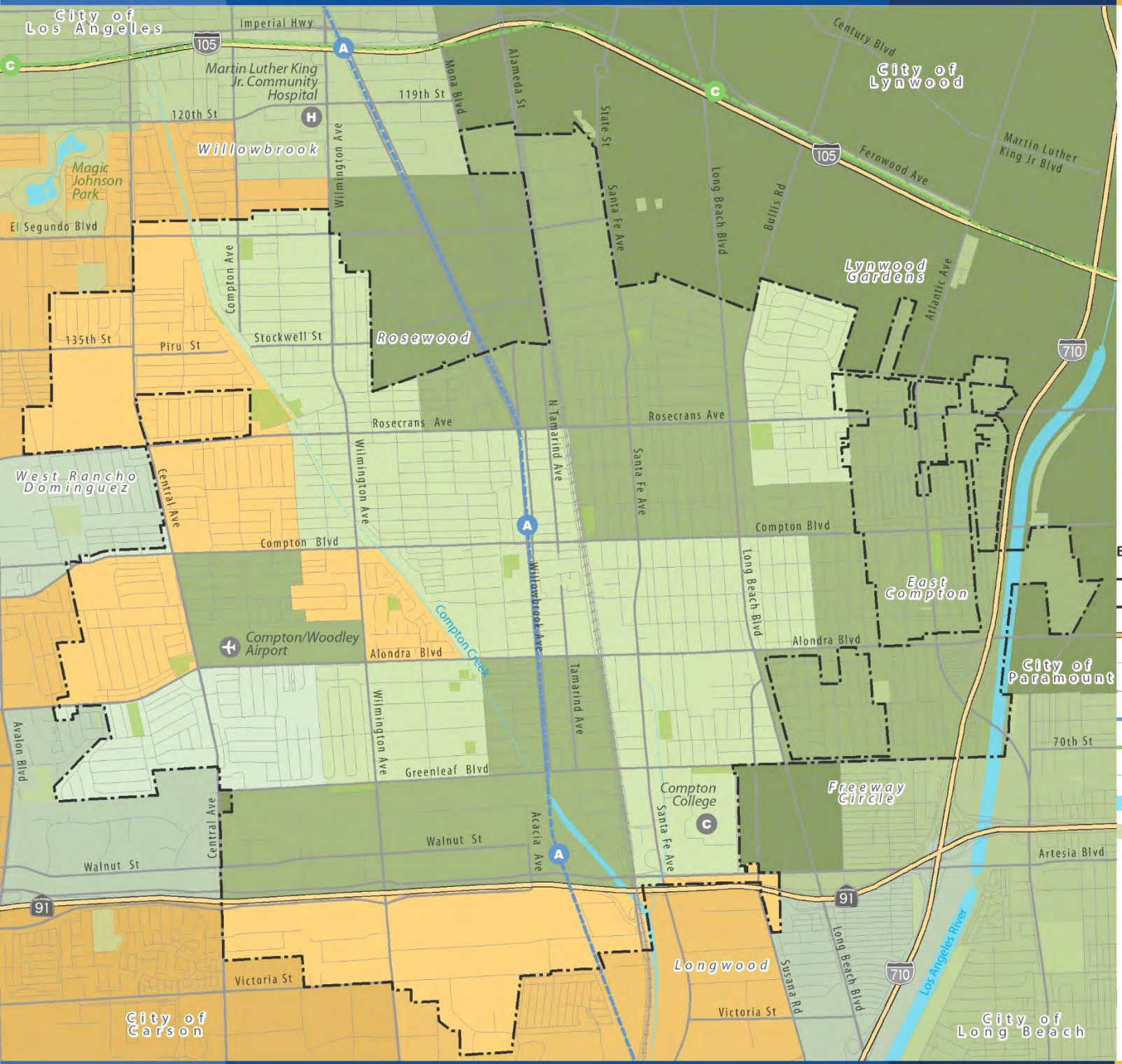


Figure EJ-2:
Prominent Population

Predominant Population

African American Majority (Dominance Value)

- 0% - 10% (Slim Gap)
- 10.1% - 50% (Sizeable Gap)
- 50.1% - 100% (Predominant Gap)

Hispanic/Latino Majority (Dominance Value)

- 0% - 10% (Slim Gap)
- 10.1% - 50% (Sizeable Gap)
- 50.1% - 100% (Predominant Gap)

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: U.S. Census Bureau's SF1 and TIGER data, 2020.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

According to the 2016-2020 American Community Survey (ACS), the overall median household income in Compton was $58,703, an increase from $43,201 during the 2006-2010 ACS. The median household income in the city is lower than the median countywide ($71,358), see Table EJ-1. Income also varies by tenure (owner vs. renters). In Compton, owner-occupied households have a significantly higher median income than renter-occupied households ($72,670 and $37,364, respectively). On average, renters in all income categories spend a greater proportion of their incomes on housing than do homeowners and thus face greater financial obstacles in securing decent, affordable housing.

Over half of Compton households are considered lower income compared to only 41 percent of households in the county.

Table EJ-1: Household Income

Households	Compton	Los Angeles County
Median Household Income	$58,703	$71,358
% Lower Income Households	50.4%	41.3%

Source: 2016-2020 ACS (5-Year Estimates), SCAG Final RHNA Data Appendix, 2020.



The average family and household size in Compton is significantly higher than the county (3.63 and 2.96, respectively). Over half of Compton households have one or more children under the age of 18, compared to only 32 percent countywide. Overall, the average age of Compton residents is increasing, but the city's population is dominated by residents younger than 65.

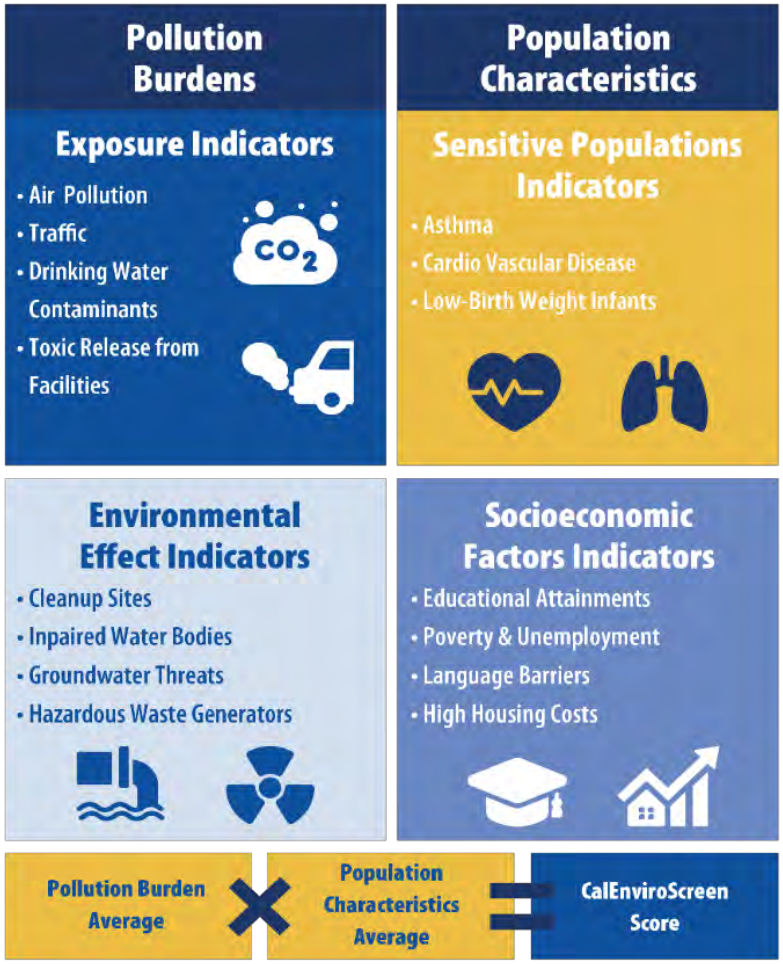
Environmental Justice Communities

The terms "Disadvantaged Community" (DAC) or "Environmental Justice Community" (EJC) are used to describe a geographical area whose levels of pollution exposure and socio-economic vulnerabilities exceed a certain threshold and therefore may elicit additional focus, funding, or mitigation strategy. To streamline the DAC identification process, the California Environmental Protection Agency (CalEPA) developed a screening tool called California Communities Environmental Health Screening Tool (CalEnviroScreen) which aggregates 21 indicators and produces a score based on levels of exposure. The score, typically shown as a percentile, thus determines whether an area is classified as a DAC. Census tract scores that fall within the top 25% (75th percentile or higher) are designated as a DAC.

Senate Bill 1000 defines a "disadvantaged community" as an area identified by the California Environmental Protection Agency (CalEPA) as being both low-income and disproportionately affected by a combination of socioeconomic, health, and environmental burdens. "Low-income" is defined as areas with household incomes below 80% of the state median income, or those meeting the Department of Housing and Community Development's low-income thresholds established under Section 50093.

Figure EJ-3 illustrates the indicators used in the CalEnviroScreen 4.0 analysis. Pollution Burdens and Population Characteristics factors are discussed later in this Element

Figure EJ-3: CalEnvironScreen Indicators



CalEnviroScreen identifies DACs using the following indicators:

- **Pollution Burden:** Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation.
- **Population Characteristics:** Areas with concentrations of people that are of low income, high unemployment, low levels of homeownership, higher rent burden, sensitive populations, and/or low levels of educational attainments.

As shown in Table EJ-2, CalEnviroScreen 4.0 uses percentile scores to categorize areas based on their environmental burdens and vulnerabilities. Scores from 0 to 25 (Very Low) indicate areas least burdened by pollution, with low exposure and population vulnerability. Scores from 25 to 50 (Low) represent moderate environmental burdens, with noticeable but below-average risks. Scores from 50 to 75 (Moderate) reflect above-average pollution exposure and significant health challenges. Areas scoring from 75 to 90 (High) face substantial environmental challenges and are often targeted for interventions due to high pollution levels and vulnerable populations. Scores from 90 to 100 (Very High) indicate the most burdened areas, with the highest pollution exposure and vulnerability, prioritized for urgent interventions.

The following tables showing percentile scores will illustrate the color scheme shown in Table EJ-2.

Table EJ-2: CalEnvironScreen (CES) Indicators Scoring

Percentile Score Range	Description	Color Chart
0 to 25	Least burdened by pollution and environmental hazards; low pollution exposure and population vulnerability.	Very Low
25 to 50	Moderate environmental burden; noticeable pollution impacts but below state average for risks.	Low
50 to 75	Above-average pollution exposure and population vulnerability; significant health and social challenges.	Moderate
75 to 90	Substantial environmental challenges; high pollution and vulnerable population; targeted for interventions.	High
90 to 100	Most burdened by environmental hazards; highest pollution exposure and vulnerability; prioritized for urgent interventions.	Very High

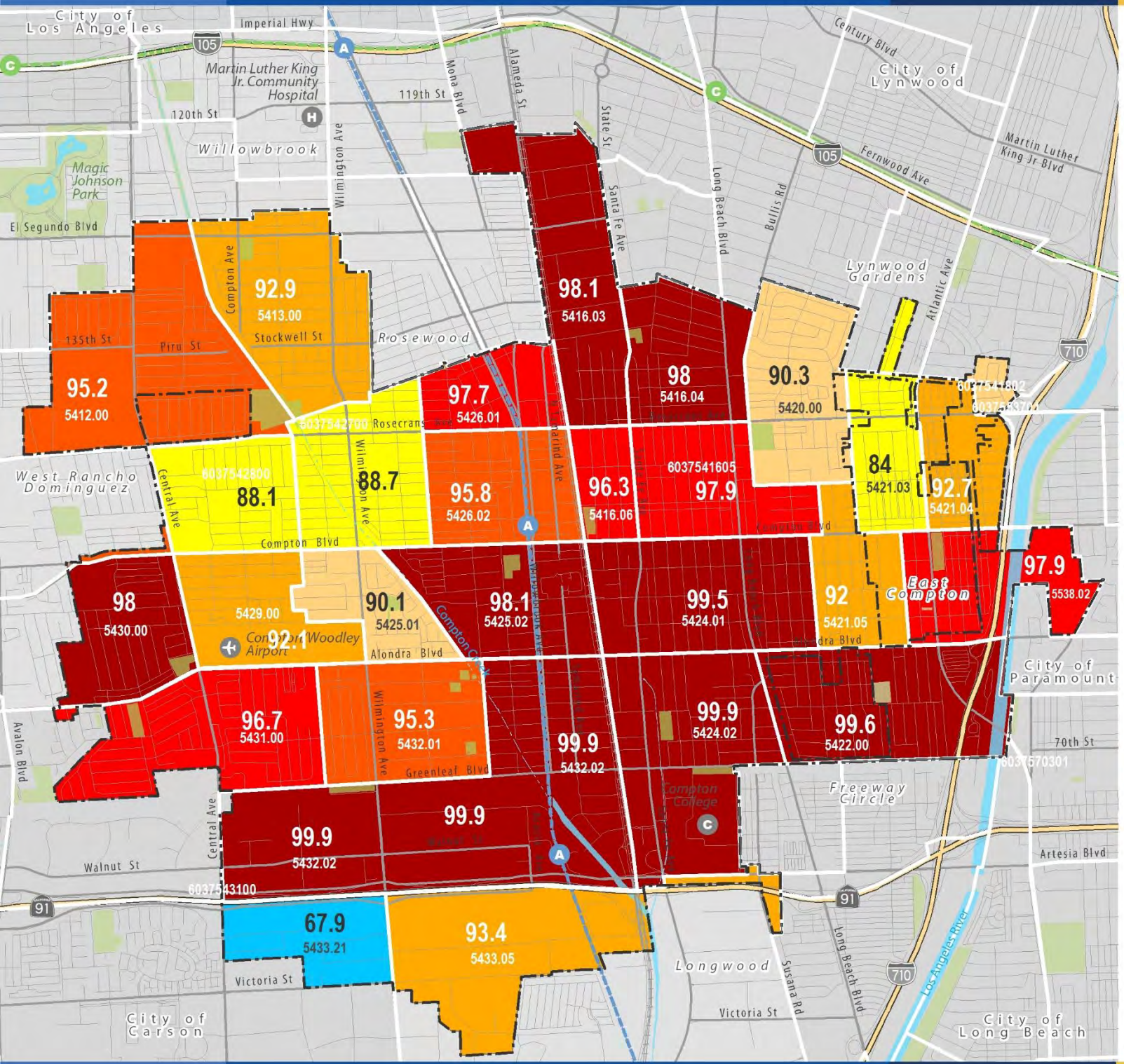
Table EJ-3 shows the CalEnviroScreen (CES) percentile scores for all census tracts in Compton. Many of Compton's census tracts have very high CalEnviroScreen 4.0 percentile scores, indicating severe environmental burdens and vulnerabilities. For example, tracts 5424.02 (99.94), 5432.02 (99.91), 5422.00 (99.57), and 5424.01 (99.48) are in the top percentiles, reflecting significant pollution exposure and population vulnerability. This underscores the need for urgent environmental and public health interventions in these areas.

Table EJ-3: CalEnvironScreen (CES) Indicators for Compton

Census Tract	Percentile		
	CES	Pollution Indicators	Population Characteristics
5424.02	99.94	99.78	95.46
5432.02	99.91	99.25	96.90
5422.00	99.57	97.83	96.52
5424.01	99.48	96.08	98.68
5425.02	98.13	90.80	98.02
5416.03	98.10	95.44	93.29
5416.04	98.05	93.70	95.32
5430.00	98.02	96.83	90.24
5416.05	97.91	91.21	97.02
5426.01	97.69	92.00	95.86
5431.00	96.75	99.18	76.66
5416.06	96.26	88.94	94.69
5426.02	95.84	90.72	92.01
5432.01	95.26	88.55	92.85
5412.00	95.20	97.08	79.48
5413.00	92.94	80.32	93.68
5421.04	92.73	85.49	89.25
5429.00	92.08	80.90	91.70
5421.05	92.04	71.70	96.61
5420.00	90.34	69.70	95.22
5425.01	90.14	65.04	97.09

Source: CalEnviroScreen (CES) 4.0, 2021.

Figure EJ-4
CalEnviroScreen Scores



CalEnvironScreen 4.0 Percentile Scores

- 67.9 - 74.9
- 75.0 - 90.0
- 90.1 - 92.0
- 92.1 - 94.0
- 94.1 - 96.0
- 96.1 - 98.0
- 98.1 - 99.9

High Pollution Burden

Census with score between 75.0 - 100.0 is classified as Disadvantaged Community.

Extreme Pollution Burden

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: CalEnvironScreen 4.0, 2022.
Map Date: June 2024

0 ¼ ½ ¾ 1 Mile

Pollution Burden in Compton

Areas disproportionately affected by environmental pollution and other hazards can lead to negative public health effects, exposure, or environmental degradation. CalEnviroScreen calculates an aggregated score for pollution burden, which includes measurements of ozone, PM2.5 (small particulate matter, which can get trapped in the lungs), children's lead risk from housing, diesel particulate matter, drinking water contaminants, pesticide use, toxic release from facilities, traffic impacts, cleanup sites, groundwater threats, hazardous waste generators and facilities, impaired water bodies, and solid waste sites.

According to Table EJ-4, many census tracts exhibit high CalEnviroScreen 4.0 percentile scores, indicating significant environmental burdens and vulnerabilities. For instance, tracts 5424.02 (100), 5432.02 (99), 5422.00 (98), and 5431.00 (99) are at the top end of the scale, reflecting severe pollution exposure and population vulnerability. Other tracts, like 5424.01 (96), 5430.00 (97), and 5412.00 (97), also rank very high, underscoring widespread environmental challenges across the city. With an average percentile score of 88, Compton's environmental indicators point to a critical need for focused interventions to address pollution and its impacts on resident's health and well-being.



Table EJ-4: CalEnvironScreen 4.0 Pollution Percentile Scores

Census Tract	Pollution Indicators	Ozone	$PM_{2.5}$	Diesel PM	Drinking Water	Lead	Pesticides	Tox. Release	Traffic	Cleanup Sites	Groundwater Threats	Haz. Waste	Imp. Water Bodies	Solid Waste
5424.02	100	30	89	91	55	97	36	98	78	81	91	95	83	78
5432.02	99	27	89	83	55	98	46	99	80	84	93	92	67	43
5422.00	98	30	89	89	60	99	20	98	94	41	74	84	67	42
5424.01	96	30	87	71	55	100	0	99	45	51	80	90	83	67
5425.02	91	30	86	54	55	89	0	99	31	65	66	85	67	61
5416.03	95	32	84	80	55	99	0	99	45	97	85	100	0	67
5416.04	94	32	84	63	62	98	0	99	48	39	86	99	67	40
5430.00	97	30	85	78	63	95	30	100	44	78	84	96	0	85
5416.05	91	32	85	64	55	95	0	99	43	0	82	95	67	67
5426.01	92	32	84	51	55	95	0	99	50	61	67	98	67	36
5431.00	99	27	87	86	61	89	52	100	75	77	45	98	67	88
5416.06	89	30	85	84	55	98	0	99	43	19	75	96	0	70
5426.02	91	30	86	51	55	83	0	99	43	38	80	96	67	59
5432.01	89	30	88	66	55	95	43	99	30	41	22	77	67	36
5412.00	97	30	86	61	62	94	0	100	45	80	91	97	67	76
5413.00	80	32	85	54	40	99	0	99	30	55	45	95	67	0
5421.04	85	35	84	85	38	100	0	98	96	10	61	6	67	38

Table EJ-4: CalEnvironScreen 4.0 Pollution Percentile Scores

Census Tract	Pollution Indicators	Ozone	$PM_{2.5}$	Diesel PM	Drinking Water	Lead	Pesticides	Tox. Release	Traffic	Cleanup Sites	Groundwater Threats	Haz. Waste	Imp. Water Bodies	Solid Waste
5429.00	81	30	86	38	68	99	33	100	48	0	44	39	67	37
5421.05	72	32	87	57	55	99	0	98	50	17	53	11	67	13
5420.00	70	35	84	46	60	90	0	98	37	0	79	28	67	10
5425.01	65	30	86	32	55	77	25	100	41	41	0	46	67	10
5427.00	73	30	85	65	55	97	23	100	51	19	40	11	67	0
5428.00	78	30	86	31	50	97	33	100	56	17	36	31	67	39
Average	**88**	**31**	**86**	**64**	**56**	**95**	**15**	**99**	**52**	**44**	**64**	**72**	**59**	**46**

Source: CalEnvironScreen 4.0 the Office of Environmental Health Hazard Assessment, 2024. Note: Census tracts with a pollution burden percentile of 75 or greater is highlighted in red, indicating these areas are within the top 25 percentiles in the State regarding pollution burdens

In Compton, several pollution indicators reflect significant environmental burdens. The toxic release indicator highlights elevated hazardous air pollutants from industrial facilities, with all census tracts showing substantial pollution burdens. Lead exposure remains a critical issue, particularly in older housing, placing all tracts in the top 25 percentiles statewide for this hazard. PM2.5 pollution from various sources affects the entire city, causing serious health problems. Diesel PM from exhausts is another major concern, with eight tracts in the top 25 percentiles. Hazardous waste sites contribute to high pollution burdens in sixteen tracts, while groundwater threats from waste storage and disposal impact ten tracts significantly. Lastly, cleanup sites pose risks, with one tract notably in the 97th percentile for pollution burden.

- **Toxic Release:** Elevated levels of hazardous cancer-causing air pollutants have been found in areas where industrial facilities are sited. Accidental chemical releases can exacerbate pollution exposure and can lead to a variety of detrimental health problems. The toxic release inventory indicator represents modeled air concentration of chemical releases from large facility emissions in and nearby the census tract. This indicator takes the air concentration and toxicity of the chemical to determine the toxic release score. As Table X indicates, toxic release constitutes a significant pollution burden in all census tracts.
- **Lead**: Lead is a toxic heavy metal that occurs naturally in the environment. However, the highest levels of lead present in the environment are a result of human activities. Historically, lead has been used in house paint, plumbing, and as a gasoline additive. While lead levels have declined over the past five decades in the United States, it persists in older housing. Children are most sensitive to the effects of lead exposure, which has no known safe level. Lead exposure in childhood can adversely affect brain development, and can result in blood, kidney, and endocrine toxicity. All tracts in Compton have considerably higher scores with a pollution burden score within the top 25 percentiles in the State.
- **PM2.5:** Small particulate matter (PM2.5) are fine inhalable particles with diameters generally 2.5 micrometers and smaller. PM2.5 can originate from a variety of sources such as emissions from cars and trucks, industrial facilities, and wood burning. Fine particulate pollution causes heart and lung disease and can lead to increased mortality. As shown in Table X, this pollution burden extends across the entire city.
- **Diesel PM:** Exhaust from trucks, buses, trains, ships, and other equipment with diesel engines contains a mixture of gases and solid particles. These solid particles are known as diesel particulate matter (diesel PM) and are harmful to health. People living and working in cities and industrial areas and near heavy truck or train traffic are most likely to encounter diesel PM. The very small particles of diesel PM can reach deep into the lung, where they can contribute to a range of health problems such as irritation to the eyes, throat and nose, heart and lung disease, and lung cancer. Children and the elderly are especially vulnerable to the effects of diesel PM. Eight tract scores considerably higher with a pollution burden score within the top 25 percentiles in the State.
- **Hazardous Waste:** Hazardous waste is potentially dangerous or harmful to human health or the environment. Potential health effects associated with living in proximity to hazardous waste processing and disposal sites include diabetes and cardiovascular disease. Sixteen tracts score considerably higher with a pollution burden score within the top 25 percentiles in the State.

- **Groundwater Threats:** Hazardous waste storage and disposal sites can negatively impact soil, groundwater (drinking water), and air quality, leading to a wide array of negative health impacts. Ten census tracts have very high percentile, within the top 25 percentiles in the State.
- **Cleanup Sites:** Brownfield sites containing hazardous substances are areas that suffer from environmental degradation that can lead to severe health problems. While some sites may be undergoing cleanup actions by governmental authorities or property owners, others may experience delays due to high costs, lawsuits, and concerns regarding cleanup. One census tract (5416.03) scores considerably higher, with a pollution burden score at the 97th percentile.

Population Characteristics

Certain population characteristics and socioeconomic factors are often related to health conditions such as asthma, low-birth weight, and cardiovascular disease. Socioeconomic factors such as lower educational attainment, linguistic isolation, poverty, unemployment, and housing burden are often found in populations that also have a higher risk of health conditions. For Compton, the top two characteristics across all census tracts are asthma and cardiovascular disease. Key population characteristics are noted and provided in the descriptions below.

CalEnviroScreen 4.0 population characteristics scores for census tracts in Compton range from 76.7 to 98.7, reflecting varying degrees of vulnerability and socio-economic factors (see Table EJ-5). Tracts like 5431.00 and 5412.00 exhibit lower scores, indicating higher vulnerability and potential socio-economic challenges within those communities. Conversely, tracts such as 5424.01 and 5425.02 have higher scores, suggesting relatively lower vulnerability and better socio-economic conditions. These scores provide insights into the diverse population characteristics across different areas of Compton, aiding in targeted interventions and resource allocation for addressing environmental justice concerns.



Table EJ-5: CalEnvironScreen 4.0 Population Characteristics Percentile Scores

Census Tract	Population Indicators	Asthma	Low Birth Weight	Cardiovascular Disease	Education	Linguistic Isolation	Poverty	Unemployment	Housing Burden
5424.02	95.5	88.6	80.0	93.7	83.6	NA	74.0	83.2	76.3
5432.02	96.9	95.5	80.7	81.3	92.3	60.6	88.9	93.5	89.8
5422.00	96.5	90.4	72.1	96.5	87.7	76.1	86.9	83.6	82.4
5424.01	98.7	91.5	80.2	97.5	84.4	71.9	87.0	99.2	93.5
5425.02	98.0	95.0	96.4	79.7	93.8	50.5	92.6	84.0	99.0
5416.03	93.3	86.7	58.8	83.2	91.9	59.8	93.8	90.9	90.7
5416.04	95.3	85.7	71.4	90.4	95.5	73.7	94.4	61.5	93.1
5430.00	90.2	95.7	80.2	83.0	86.1	50.5	58.9	87.1	65.6
5416.05	97.0	91.5	70.0	97.5	95.4	73.7	88.1	87.4	79.6
5426.01	95.9	97.4	60.6	94.5	91.5	83.8	93.9	65.6	83.3
5431.00	76.7	91.6	76.8	68.2	79.3	40.4	65.7	58.4	37.5
5416.06	94.7	91.5	52.5	97.5	95.3	63.7	88.8	81.7	90.0
5426.02	92.0	93.3	90.5	72.7	89.4	59.8	78.2	88.7	50.7
5432.01	92.9	96.1	87.4	84.7	81.1	38.1	69.5	75.4	91.9
5412.00	79.5	95.9	95.9	93.9	63.4	19.9	40.8	17.1	77.6
5413.00	93.7	97.4	90.1	94.5	83.4	26.4	76.4	70.9	84.6
5421.04	89.2	91.5	86.8	97.5	94.1	55.6	75.7	28.2	57.9

Table EJ-5: CalEnvironScreen 4.0 Population Characteristics Percentile Scores

Census Tract	Population Indicators	Asthma	Low Birth Weight	Cardiovascular Disease	Education	Linguistic Isolation	Poverty	Unemployment	Housing Burden
5429.00	91.7	96.1	58.0	84.7	89.8	76.9	91.5	61.5	74.0
5421.05	96.6	91.5	70.0	97.5	96.5	56.9	88.9	79.7	96.7
5420.00	95.2	87.1	92.4	92.4	84.6	46.5	69.2	84.6	91.6
5425.01	97.1	96.1	87.4	84.7	83.3	53.4	81.9	97.3	93.7
5427.00	90.8	95.5	94.1	83.4	92.2	28.8	67.0	74.1	66.5
5428.00	86.7	93.1	89.3	71.8	66.8	24.8	73.6	81.7	79.9
Average	**92.8**	**92.8**	**79.2**	**87.9**	**87.0**	**54.2**	**79.4**	**75.4**	**80.3**

Source: CalEnvironScreen 4.0 the Office of Environmental Health Hazard Assessment, 2024. Note: Census tracts with a population characteristics percentile of 75 or greater is highlighted in red, indicating these areas are within the top 25 percentiles in the State regarding population characteristics.

In Compton, several socio-economic and health indicators highlight significant burdens. Asthma rates are higher in all census tracts compared to 75 percent of California, exacerbated by outdoor pollution. Cardiovascular disease is prevalent, with all tracts exceeding the 75th percentile, influenced by pollution and poverty-related stress. Educational attainment is low in most tracts, correlating with higher pollution-related health problems. Poverty affects 15 tracts, making them more vulnerable to pollution and associated health effects. Unemployment is high in 15 tracts. Housing burden impacts 17 tracts, where high housing costs limit the ability to afford healthcare.

- **Asthma:** Five million Californians have been diagnosed with asthma at some point in their lives. People with asthma can be especially susceptible to pneumonia, flu and other illnesses. Outdoor air pollution can trigger asthma attacks. All census tracts in Compton have a higher rate of asthma than 75 percent of all census tracts in California.
- **Cardiovascular Disease:** Pollution exposure and health stresses associated with poverty can lead to acute heart attacks and other heart problems and is the leading cause of death both in California and the United States. Survivors of cardiovascular events are highly vulnerable to recurrences, especially following short- or long-term exposure to particulate matter. All census tracts in Compton have a higher rate of cardiovascular disease than 75 percent of all census tracts in California.
- **Educational Attainment:** Studies have found that adults with less education have more pollution-related health problems and are more likely to die from the effects of air pollution. Educational attainment equals or exceeds the 75-percentile score in all but two census tracts.
- **Poverty** Members of poor communities are more likely to be exposed to pollution and suffer from health effects because of that exposure than are residents of wealthier communities. Poor communities are often located in areas with high levels of pollution. Poverty can cause stress that weakens the immune system, thus exacerbating pollution effects. Fifteen out of the 23 census tracts exceed the 75-percentile score for poverty.
- **Unemployment:** Stress from long-term unemployment can lead to chronic illnesses, such as heart disease, and can shorten a person's life. Fifteen out of the 23 census tracts exceed the 75-percentile score unemployment.
- **Housing Burden:** Housing affordability is an important determinant of health and well-being. Residents of low-income households with high housing costs may suffer adverse health impacts due to their limited ability to afford health care. The percentage of low-income households paying more than 50 percent of their income on housing is on the rise nationwide. Seventeen out of the 23 census tracts exceed the 75-percentile score for housing burden.

Environmental Justice Challenges and Approaches

To advance environmental justice issues across the City, this element sets goals and policies categorized by the following topics, based on the topics required by State law. This section discusses the challenges and approaches for each.

- Reducing Pollution Burdens and Improving Air Quality
- Illegal Dumping and Blight
- Healthy Food Access
- Equitable Distribution of Services and Facilities
- Promoting Physical Activity
- Community Involvement



Compton College Farmers' Market

Reducing Pollution Burdens and Improving Air Quality

Challenges

One of the indicators used to designate a disadvantaged community is the pollution burden. The pollution burden is calculated by measuring the average exposure and environmental effects within the disadvantaged communities. Daily exposure to various pollutants – through contaminated air, food, water, and soil – is a concern for many communities, particularly those living near high-polluting industries. This exposure disproportionately affects individuals with age-related vulnerabilities or existing health conditions. Socioeconomic factors like limited access to healthcare, increased stress levels, and challenges in adopting healthy lifestyles further compound the negative health impacts of pollution. The pollution burden in Compton is very high and the contrast with the region is striking. Compton has a pollution burden score that is more than twice as high as the County and almost three times that of the State.

Compton residents face pollution burdens from its location and its land uses. Multiple freeways (CA-91, I-110, I-710, and I-105) surround the city, subjecting residents to constant traffic emissions. In Compton, many industrial neighborhoods interface with residential areas, increasing the risk of pollution-related health problems. (Figures EJ-5).) As of 2024, industrial uses accounted for 22 percent of Compton's land use. This is a high share considering the city's residential makeup, constitutes 49 percent of the overall land use. As a result, many residential uses lie within 500 to 1,000 feet of a pollution source, the Alameda Corridor diesel train emissions, and near freeways. The most notable areas of concern run along Alameda Street, I-710, and areas adjacent to industrial sites.

Certain population characteristics and socioeconomic factors are often related to health conditions such as asthma, low-birth weight, and cardiovascular disease. Socioeconomic factors such as lower educational attainment, linguistic isolation, poverty, unemployment, and housing burden are often found in populations that also have a higher risk of health conditions.



A truck existing I-710 freeway on Alondra Boulevard

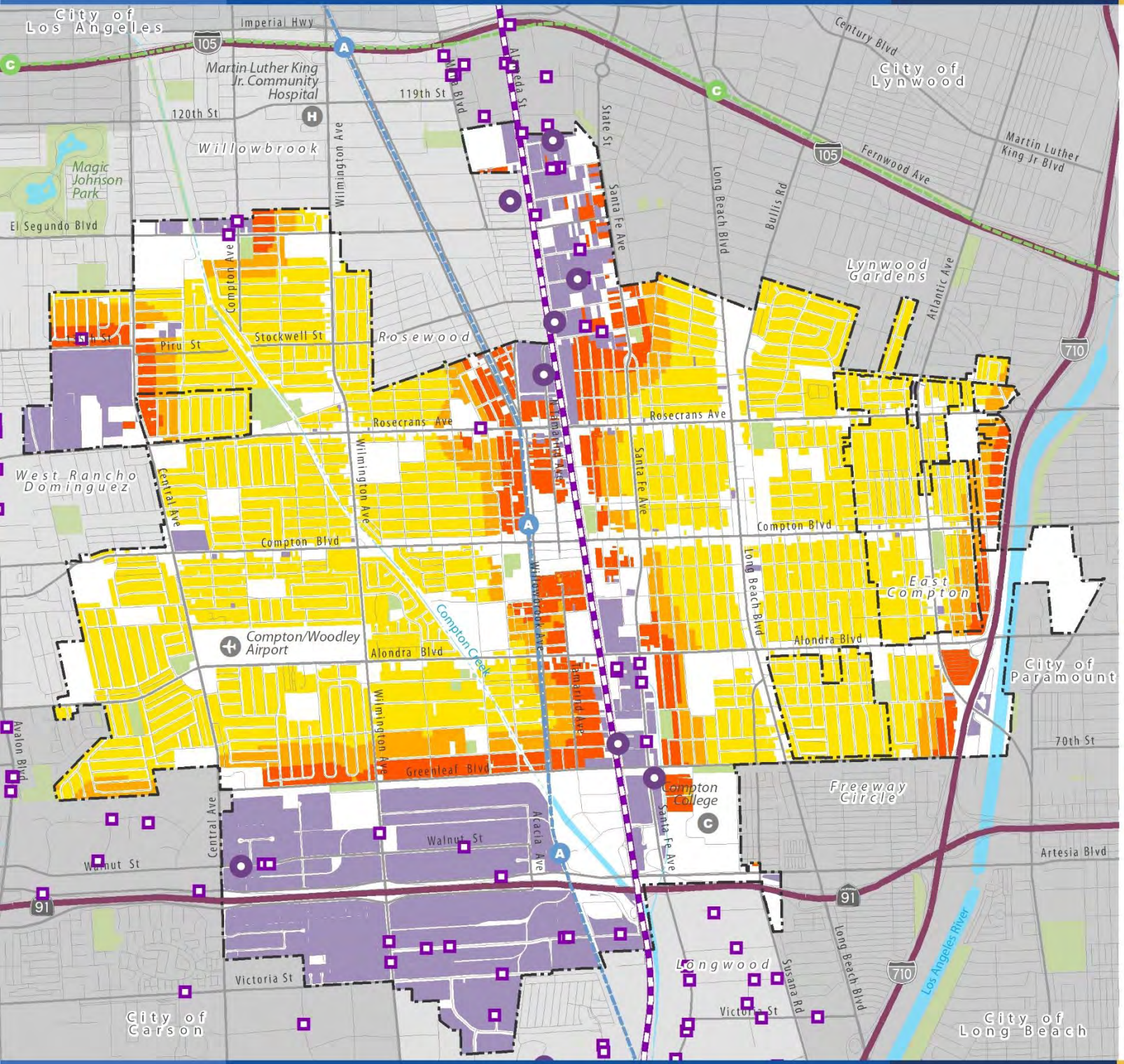


Figure EJ-5
Pollution Sources and Residential Proximity

Pollution Sources

- Air Toxics 'Hot Spots' Program
- Toxic Release Inventory (TRI)
- Industrial Uses
- Alameda Corridor
- Freeways

Residential Use Proximity

- Within 500 feet of Pollution Source
- Within 1,000 feet of Pollution Source
- Residential Uses

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Environmental Protection Agency, 2019; South Coast AQMD, Air Toxics 'Hot Spots' Program, 2021.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Table EJ-6: Residents in Fair or Poor Health

	Compton	Los Angeles County	California
Ages 18-64	22.3%	13.3%	13.3%
Ages 65+	39.6%	25.9%	22.4%

Source: Source: AskCHIS Neighborhood Edition, California Health Interview Survey (CHIS), UCLA, 2018.

Approaches

The following are strategies addressed through the goals and policies.

Land Use and Transportation Strategies. Land use planning offers a powerful tool to shape environmental health and minimize community exposure to pollution. Strategies for Compton focus on creating barriers between existing pollution sources and the community (distance or physical barriers) and include:

- Strategic zoning with buffer zones between residents and polluting industries creates crucial safeguards
- Integrating green spaces like parks into urban design acts as natural filters, improving air and water quality
- Requiring new industrial developments to incorporate measures such as vegetative barriers, greenery, and trees to filter or block air pollution near vulnerable land-use areas where people spend a significant amount of time (homes, schools, hospitals, etc.)
- Limit the siting of new industrial facilities that emit air pollutants and/or toxic chemicals, including warehouses, within 1,000 feet of existing sensitive land uses (e.g., schools, playgrounds, housing, healthcare facilities, and elder and childcare centers). For new industrial facilities that cannot be sited at least 1,000 feet away, require new development to implement appropriate mitigation measures to reduce air pollution such as heating, ventilation, and air conditioning (HVAC) systems with High-Efficiency Particulate Air (HEPA) filters, landscape barriers, and other physical improvements as recommended by California Air Resources Board (CARB) and the South Coast Air Quality Management District (SCAQMD).
- A place-based approach to reduce pollution exposure adjacent to residential neighborhoods includes limiting industrial operations, restricting truck idling, or similar regulatory approaches that will minimize potentially hazardous materials exposure and air pollution emissions
- Transportation choices also play a crucial role, with car-dependent cities leading to higher emissions and compromised respiratory health. Encouraging sustainable alternatives like walking, cycling, and public transit reduces individual carbon footprints and promotes cleaner air for everyone.
- Responsible waste management practices like composting, recycling, and proper industrial disposal further minimize exposure to harmful pollutants

Enforcement and Monitoring. Strengthening coordination with the appropriate regional agencies that are responsible for monitoring and enforcing industrial operations that handle hazardous materials or emit pollution ensure the appropriate monitoring of pollution sources. Supplement regional efforts with local participation in pollution reduction activities to address specific neighborhoods with high pollution burdens due to their location near pollution sources.

Coordination. Coordination with regional and local agencies and organizations to address pollution exposure at many levels. Regional planning efforts can be supported through local efforts and funding. School districts and community-based organizations have closer community connections and can address pollution reduction at a micro level such as providing portable indoor air filtration units to low-income households.

Policies to reduce health risks by promoting safe and sanitary homes is a required focus for the Environmental Justice Element. The Housing Plan in the Housing Element identifies the City's goals related to housing and includes the policies and programs for achieving them. The goals and policies of the Housing Element were developed in response to issues and opportunities identified through the public outreach program. The Plan addresses the following topic areas:

- **Housing Availability**
- **Housing Affordability**
- **Housing Maintenance and Conservation**
- **Neighborhood Preservation**
- **Affirmatively Furthering Fair Housing**

Illegal Dumping and Blight

Challenges

Local governments must develop policies to reduce the unique or compounded health risks in disadvantaged communities by promoting safe and sanitary homes, a topic with significant overlap with policies and programs within the Housing Element.

In Compton, a safe and sanitary living environment goes beyond our homes and includes neighborhoods and the entire community. Participants in the General Plan community engagement program identified illegal dumping, trash, weeds, and other code violations as key concerns. Beyond an aesthetic issue, residents felt that the physical condition of Compton was a fundamental component of community safety.

Trash and illegal dumping have significant negative effects on residents and the overall quality of life in Compton. Trash, especially when left to accumulate or illegally dumped in public spaces, can attract pests such as rodents and insects. Trash-strewn streets, parks, and public spaces detract from the city's aesthetic appeal. This can create a sense of neglect and blight, reduce residents' pride in their community, contribute to a decline in property values, and discourage investment.

Public safety has been a central concern identified during the formulation of this General Plan. Illegal dumping sites can become breeding grounds for criminal activity, including drug use, vandalism, and illegal dumping of hazardous materials. These activities can pose safety risks to residents, especially in areas already experiencing social and economic challenges.

Approaches

Addressing illegal dumping and blight requires a concerted effort from the local government, community organizations, and residents to promote responsible waste management practices and foster a clean and sustainable urban environment.



Cleanup program in Compton

Enforcement and Monitoring. Enforcing building codes, zoning regulations, and adopting anti-littering ordinances are essential for combating blight and holding property owners accountable for maintaining their properties. Forcing maintenance of vacant properties and strengthening inspection programs, fines, and penalties for code violations can deter illegal dumping and neglect.

Coordination. The responsibility of cleaning up our city is far too large for any one single team to handle alone, which is why public-private partnerships are critical. Keeping our community clean requires a consistent, concerted effort with the City's Code Enforcement Department, Caltrans, Union Pacific Railroad, non-profit organizations, local businesses, and volunteers. Community information sharing and coordination can raise awareness about the consequences of illegal dumping, provide information on affordable waste disposal services, and result in successful reporting procedures. Public-private partnerships and grant opportunities can provide funding and support for blight reduction initiatives and neighborhood revitalization projects.

Investment in Public Infrastructure: Investing in public infrastructure improvements, such as repairing sidewalks, street lighting, and abandoned buildings, can help address blight and improve the overall appearance and safety of neighborhoods. Renovating vacant properties and repurposing abandoned lots for community gardens or green spaces can also revitalize blighted areas.

Healthy Food Access

Challenges

Food access encompasses the ability to easily obtain affordable, nutritious, and culturally appropriate food. This requires both adequate financial resources to purchase healthy food options and convenient proximity to stores or transportation methods that make these food sources accessible. In Compton, a substantial portion of the city meets the USDA's criteria for both a low-income area and a food desert (more than half a mile from a supermarket). Food security is having the means to access healthy and nutritious food. Food accessibility factors include travel time to shopping, availability of healthy foods, and food prices — relative to access to transportation and the socioeconomic resources of food buyers.

Food Deserts

A food desert refers to an area, typically a neighborhood or community, where residents have limited access to affordable and nutritious food. In these areas, it can be challenging to find grocery stores or supermarkets that offer a wide variety of fresh fruits, vegetables, whole grains, and other healthy food options.

Living in a food desert can have profound effects on individuals and communities, impacting various aspects of health, well-being, and socioeconomic status (see Figure 6).

Limited access to fresh, healthy, and affordable food options often results in a reliance on convenience stores or fast-food outlets for their meals, which typically offer foods high in calories, sugar, and fat, but low in essential nutrients. This lack of access to nutritious food can contribute to poor dietary habits, increased risk of obesity, diabetes, heart disease, and other diet-related health conditions. Residents of food deserts often experience higher rates of chronic diseases and poorer health outcomes compared to those living in areas with adequate access to fresh produce and healthy food options. Limited access to nutritious food can exacerbate existing health disparities, particularly among low-income individuals and communities of color.

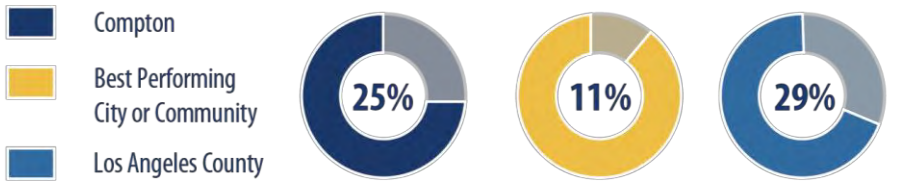
Food deserts can also perpetuate cycles of poverty and economic instability within communities. Limited access to healthy food options can result in higher food costs, as residents may need to travel greater distances to access grocery stores or pay higher prices for unhealthy foods available in convenience stores. Additionally, the presence of food deserts can deter businesses and investors from establishing grocery stores or farmers' markets in underserved areas, further limiting residents' economic opportunities and access to essential resources.

Figure 7 shows that Compton has fewer larger grocery stores, and they are primarily located in commercial areas, mostly at city edges. Smaller neighborhoods markets are more evenly dispersed throughout the city but can be limited in food options. There are still residential areas in Compton that do not have 10-Minute access to grocery stores.



A woman shopping in a grocery store in Compton

Figure EJ-6: Food Insecurity and Proximity to Grocery Store

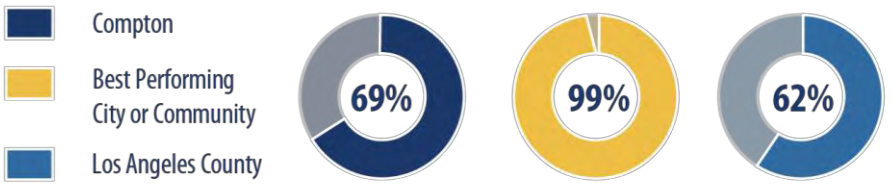


Prevelence of Food Insecurity Among Households With Incomes Below 300% of the Federal Poverty Level

Los Angeles County Department of Public Health, Los Angeles County Health Survey 2015.

CALFRESH [1]	Estimated number of eligble people in **Compton**	Estimated participation rate in **Compton**
	25,396	**95%**
Free or Reduced Price Meal [2]	Estimated percentage of eligible public school students in **Compton:**	**81%**

1. Los Angeles ounty Department of Public Health, Los Angeles County Health Survey 2015.
2. California Department of Education, Free or Reduced Price Meal Data, 2016-2027.



Percentage of the Population Living In Close Proximity to a Supermarket or Grocery Store

U.S. Department of Agriculture, Food Access Research Atlas, 2015..

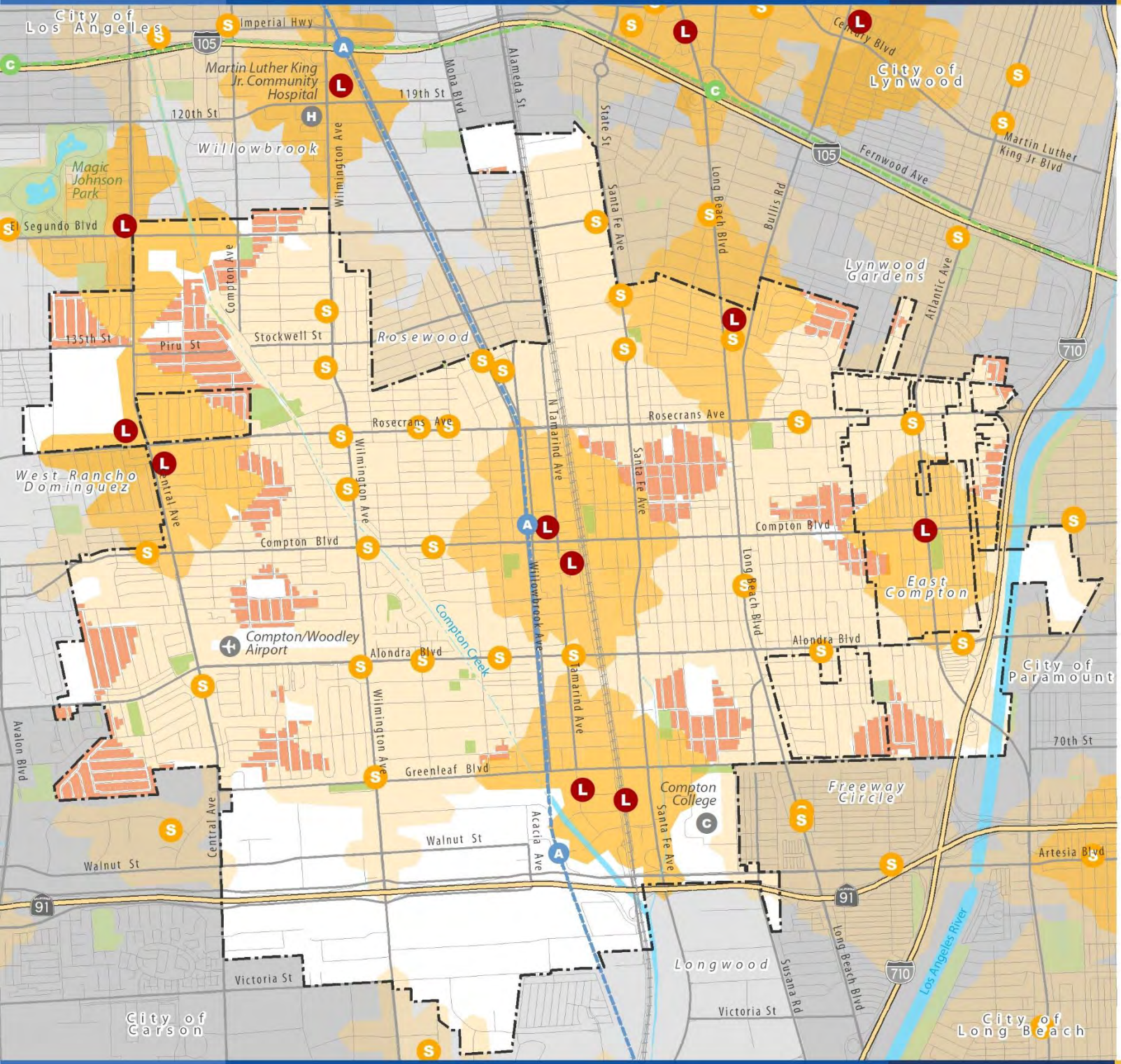


Figure EJ-7
Grocery Store Access

Larger Grocery Stores and Smaller Neighborhood Markets

- L — Larger Stores (Greater than 15,000 sf)
- S — Smaller Stores (Less than 15,000 sf)

Grocery Store/Neighborhood Market Half-Mile Access

- Larger Stores: Half-Mile Access
- Neighborhood Market: Half-Mile Access
- Residential Area Further than a 10-min. Walk to a Grocery Store

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Esri Community Analyst Marketing Data, 2022.

Map Date: June 2023

0 ¼ ½ ¾ 1 Mile

Approaches

Addressing food desert conditions requires comprehensive strategies that involve community engagement, policy changes, and investments in infrastructure to improve access to healthy and affordable food options for all residents.

Improve access: Walking access to grocery stores is crucial for ensuring equitable access to fresh and healthy food, promoting physical activity, fostering community connections, and supporting environmental sustainability. It contributes to building healthier, more connected, and sustainable communities. The Land Use and Mobility Element focuses on creating safe pedestrian access and facilitated transit access. The Safety Element focuses on community safety, a key factor for pedestrians.

Leverage existing resources: A small but robust area of Compton, Richland Farms, has Residential Agriculture zoning, where a subdivision of homes also supports community farms and ranches. Preserving these land uses will perpetuate a unique community resource. Opportunities for expanding community gardens and urban agriculture beyond Richland Farms will be explored. Food assistance is available in most communities through the CalFresh and WIC programs. In addition, children from households at high risk for food insecurity and who attend public schools are also eligible to participate in California's Free or Reduced-Price Meal program. Conducting regular assessments to identify food deserts and areas of limited food access within Compton can better inform decision-making, prioritize resource allocation, and target interventions to areas with the greatest need.

Healthy and Complete Neighborhoods: Healthy communities are places where all individuals have access to healthy built, social, economic, and natural environments that give them the opportunity to live their fullest potential regardless of their race, ethnicity, gender, income, age, abilities, or other socially defined circumstance. The concept of complete neighborhoods are areas where residents have convenient access to goods and services they need on a daily or regular basis. Both concepts are highlighted in the Land Use and Mobility element. This includes a range of housing options, grocery stores and other neighborhood-serving commercial services, quality public schools, public open spaces and recreational facilities, and access to reliable transit. In a complete neighborhood, the network of streets and sidewalks is interconnected, which makes walking and bicycling to these places relatively easy for people of all ages and abilities.

Community benefits: The General Plan links growth and public benefits through the Community Benefits Program (CBP). The CBP offers developers an avenue to achieve their full development objectives if they contribute to a community benefit program. Two key benefits identified are grocery/fresh food stores and essential commercial businesses and restaurants.

Urban Agriculture: Urban agriculture or urban farming is the practice of cultivating, processing, and distributing food in or around urban areas. Urban agriculture allows for the development of a variety of environmental, economic, and social benefits to the community, including increasing access to healthy foods, improving food security, enhancing environmental health, and promoting education. One of Compton's unique urban development facets is its lingering Residential Agriculture zoning district within the Richland Farms neighborhood that allows development of large one-family homesites in a limited agricultural environment. This zoning appears in two areas of the southcentral urban core.

Historically, zoning has been used to separate land uses that may be incompatible such as urban commercial land use from agricultural use. Most zoning codes frequently restrict or prohibit agricultural activities, especially in residentially zoned areas. Zoning can be used to expand

access to urban agriculture by reducing restrictions on and expanding opportunities for agricultural uses through farming-friendly zoning allowances that can increase fresh, local, and affordable food production and access. Without clear definitions of agriculture terms, a zoning code may discourage urban food production through vague language and unclear regulations. By properly regulating and managing food production the city can create a mixed-use land pattern that incentivizes healthy food production in appropriate zones while ensuring community concerns and quality of life issues are addressed.

Equitable Distribution of Services and Facilities

Challenges

Public Facilities

Convenient access to public facilities is a key component of developing inclusive cities. Public facilities, such as libraries and community centers, offer spaces for people to gather and share cultural, educational, and social experiences. They provide safe and supportive environments, including comfort features such as Wi-Fi, air-conditioning, restrooms, water fountains, age-inclusive designs, and other amenities intended to welcome all members of the public.

Compton residents often face limited access to vital public facilities like libraries, health centers, and parks. Figure EJ-8 identifies the composite access summary of areas that have good access to resources and areas that do not. The map accounts for access to schools, parks, community centers, libraries, grocery stores, and quality transit access. A few residential neighborhoods, especially the northwestern neighborhood along Piru Street, west of Compton Creek and east of Central Avenue, score low relative to access to multiple community resources. Additionally, residential neighborhoods bordering other cities or on the outskirts of Compton also have less walking (10 minutes or less) access to community resources.

Even when these facilities exist, they may be in disrepair or neglected, posing safety risks for residents. The condition of public facilities is also a concern and is discussed under the infrastructure subtopic.

Public facilities require substantial public investment, thus often resulting in higher-income neighborhoods having more access to such facilities. Without public facilities like libraries and community centers, there are fewer spaces to operate educational and recreational programs, fewer opportunities to engage youth and older adults, and fewer positive anchors within neighborhoods.

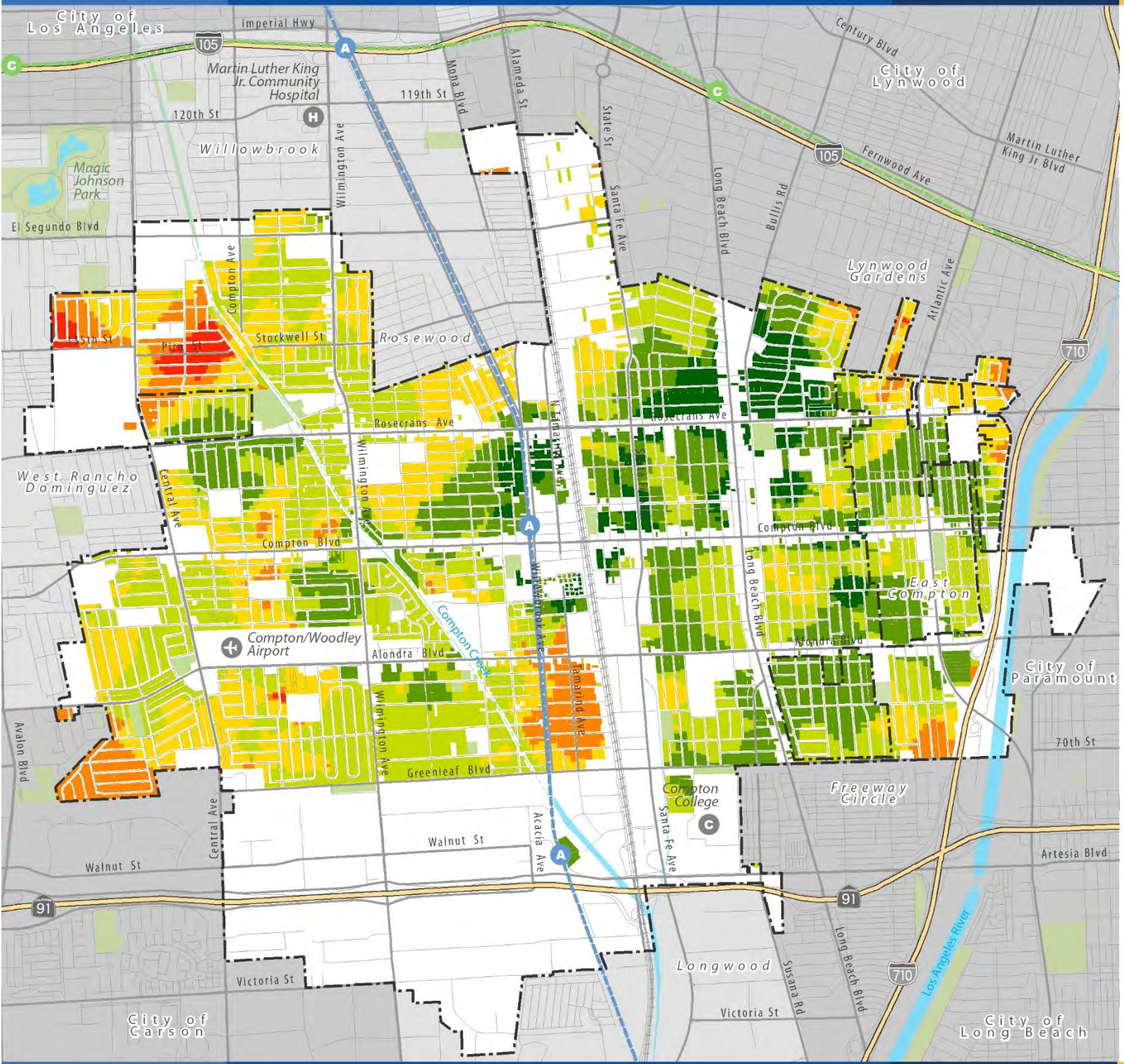


Figure EJ-8
Grocery Store Access

10-Minute Neighborhood Access (Summary Scoring)

- 0 - High Access to Services/Resources
- 1
- 2
- 3
- 4
- 5 - Low Access to Services/Resources

Scoring: No Access to:

- Parks (+1)
- Schools (+1)
- High QualityTransit Stop (+1)
- Grocery Store (+1)
- Library or Community Center (+1)

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: City of Compton and MIG, 2022.

Map Date: June 2023

0 ¼ ½ ¾ 1 Mile

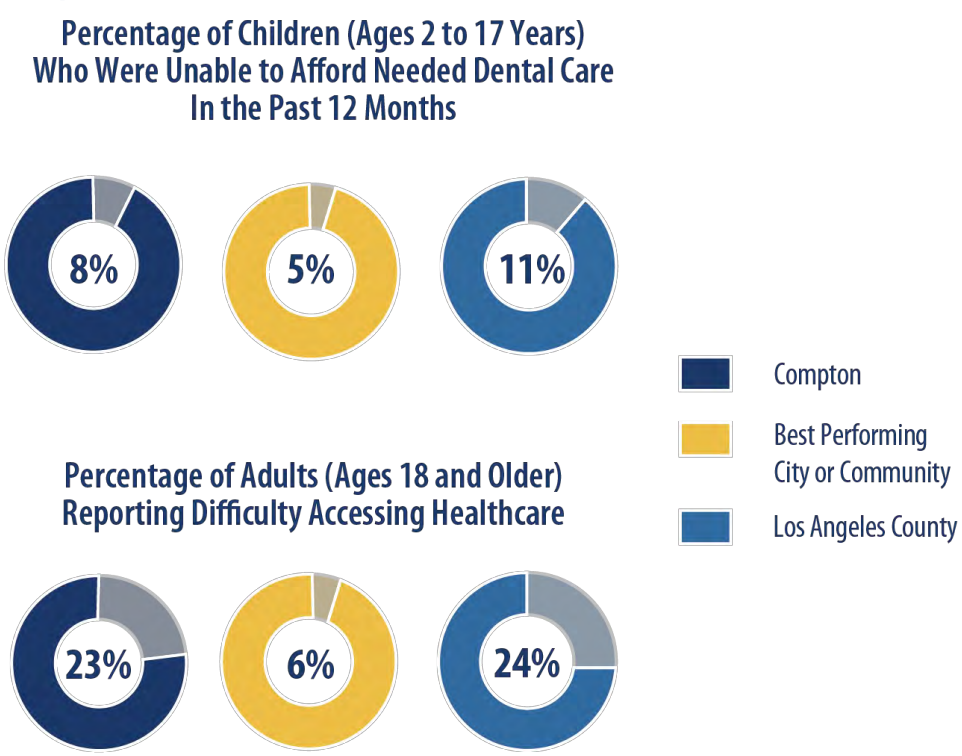
Health Care and Wellness

Most adults and children in Los Angeles County have health insurance, in large part due to the expansion of insurance coverage following the passage of the federal Affordable Care Act in 2012. Despite this progress, rates of uninsured remain high in some communities, particularly among low-income Latinos. Even among people who have health insurance, many continue to have trouble accessing needed healthcare. In addition, many children do not have access to essential dental services (see Figure EJ-9).

The California Healthy Places Index (HPI) includes eight indicators representing 24 community characteristics with weighted scoring to create a single indexed Healthy Places Index. HPI maps data on social conditions that drive health — like education, job opportunities, clean air and water, and other indicators that are positively associated with life expectancy at birth. In contrast to the CalEnviroScreen 3.0 data, where higher percentiles equate to worse conditions, lower HPI percentiles equate to worse conditions.

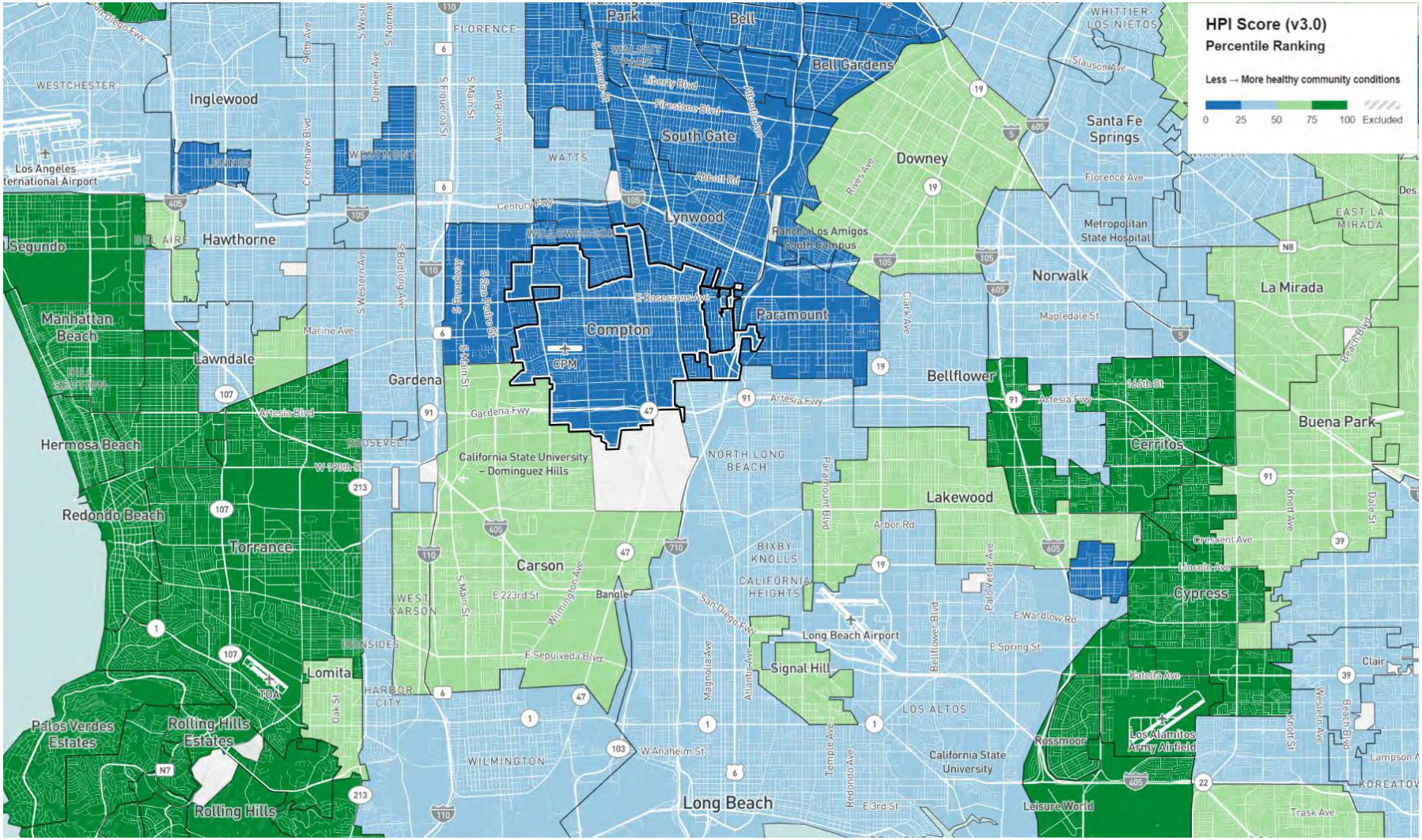
In 2020, the HPI score for Compton of 13.3 was worse than 87 percent of all communities in the State. As shown in Figure 10, Compton is located at the south end of a low-scoring area. Like Compton, many of the cities in this area have populations that are heavily Latino/Hispanic, have experience decades of persistent poverty, and have industrial roots. The low overall HPI score is driven by many factors, and only two of the 24 community health indicators were not in the lowest scoring category. Among the scores, healthcare access was one of the lowest and in fact was lower than most (89 percent) of all California cities.

Figure EJ-9: Healthcare Access



Los Angeles County Department of Public Health, Los Angeles County Health Survey 2015.

Figure 10: California Healthy Places Index



Source: The California Healthy Places Index (HPI), Public Health Alliance of Southern California, 2020.

Infrastructure

Inequitable distribution and condition of infrastructure often reflect disparities in socioeconomic status, race, or political power. Infrastructure is the physical framework upon which the city's economy operates and the community's standard of living depends.

The Compton community has identified degrading infrastructure and maintenance of public facilities as key concerns. Fractured responsibility and lack of funding are key issues.

Addressing aging and deteriorating infrastructure is complex, as different entities are responsible for installing and maintaining the infrastructure they own and operate. The city owns and manages the basic physical structures, systems, and facilities needed to provide critical services to the community such as sidewalks, streets, parks, fire stations, and water and wastewater systems. Many city departments maintain and operate these assets.

The cycle of deteriorating and aging infrastructure is perpetuated by a significant funding gap that is largely due to many priorities competing for limited resources and a lack of sufficient new or dedicated funding sources. This leads to ongoing deferral of needed projects, and results in continued aging and deterioration of existing assets. This ultimately further increases costs. Without a financing strategy that includes new revenue, the city will continue to defer capital needs, which will result in the inefficient use of the limited existing funds.

Deteriorating infrastructure

Deteriorating infrastructure can have negative impacts, affecting various aspects of daily life for Compton residents and businesses:



- **Public Safety Concerns**: Crumbling infrastructure, such as unstable bridges or aging water mains, can pose serious safety risks to the public.



- **Economic Impact**: Deteriorating infrastructure can deter businesses from investing in or relocating to a city and may not support the needs of modern industries, hindering economic growth and development.



- **Loss of Property Value**: Cracked sidewalks, abandoned buildings, and poorly maintained parks can make neighborhoods less desirable places to live, leading to a decline in property values and a loss of tax revenue for the city.



- **Reduced Quality of Life**: From increased commute times and safety concerns to health hazards and economic burdens, the cumulative effects of infrastructure decline can diminish residents' well-

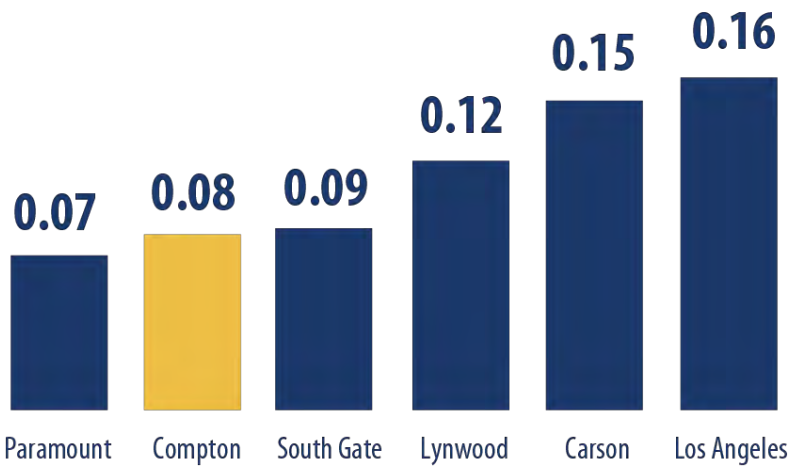
Financial Institutions

The ability to access financial services, like banking and loans, influences economic stability and growth. While banks and credit unions across the country have been decreasing their physical locations and instead relying on cheaper ATMs and online banking, this phenomenon is more prevalent within low-income communities.

Areas without convenient access to financial services are at a higher risk of having unbanked households and/or turning to alternative financial services such as check cashiers and payday loans. In some cases, these alternatives provide a gap service that traditional institutions do not. However, they can also be predatory and typically do not offer opportunities for individuals to develop credit or build financial stability. Compared with surrounding cities, Compton has relatively few banks per capita (see Figure EJ-11). Lack of access to banking, often referred to as "unbanked" or "underbanked," can be influenced by a variety of factors, both systemic and individual.

- **Income and Socioeconomic Status:** Traditional banks may have high fees or minimum balance requirements that make their services inaccessible to those with limited financial resources and may lead to a reliance on alternative financial services such as check-cashing outlets or payday lenders.
- **Lack of Documentation:** Some individuals, particularly immigrants or those experiencing homelessness, may lack the necessary documentation (such as government-issued identification or proof of address) to open a bank account. Individuals are excluded from accessing banking services, pushing them towards alternative financial services or cash-based transactions.
- **Credit History and Banking History:** Without a positive banking history or credit score, banks may view these individuals as risky customers and deny them services or charge higher fees, further limiting their access to banking.
- **Language and Cultural Barriers:** Limited English proficiency may hinder individuals' ability to understand banking terms and procedures, making them less likely to engage with traditional banking institutions.
- **Trust and Confidence:** Some individuals, particularly those from marginalized communities or with negative past experiences with banks, may mistrust traditional financial institutions. Historical discrimination in banking practices, such as redlining or predatory lending, can contribute to a lack of trust and confidence in the banking system, leading individuals to opt out of traditional banking services altogether.

Figure EJ-11: Banks/Credit Unions Per Person, 2021



Source: MIG, Inc., 2024; USC Lusk Center for Real Estate Neighborhood Data for Social Change (NDSC) 2021

Approaches

Addressing barriers to banking access requires a multi-faceted approach that involves increasing the availability of banking services in underserved areas, reducing financial barriers, improving financial literacy, and promoting trust and confidence in the banking system among marginalized communities. Targeted investments in infrastructure, policies promoting equitable development, community engagement, and advocacy for social justice are critical.

Land Use Policies: Land use policies that encourage the development of mixed-use buildings with ground-floor commercial spaces can expand opportunities to establish regulated banking businesses. The Community Benefits Program will incentivize the inclusion of space for financial service providers, such as credit unions or community banks, within residential areas with high immigrant and low-income populations. Incentives will be extended to developers to include affordable housing units along with commercial spaces, fostering economic diversity and accessibility to banking services within neighborhoods.

Expanded access: Identify transit hubs and areas with high foot traffic as strategic locations for financial inclusion initiatives. Collaborate with public transportation agencies to incorporate banking services or financial kiosks within transit stations or terminals. Provide information on banking options, budgeting tools, and financial literacy resources through digital displays or kiosks installed in transit facilities, making them accessible to commuters and residents alike.

Financial Services and Education. Cities can expand existing financial inclusion initiatives aimed at helping immigrants and low-income individuals access mainstream financial services. This may include programs such as financial counseling, credit-building workshops, and assistance with opening bank accounts or accessing affordable credit. Collaborating with community-based organizations, nonprofits, and faith-based groups can help reach marginalized populations and provide culturally sensitive financial services tailored to their needs.

Promoting Physical Activity

Challenges

Disparities in access to safe, well-maintained areas for walking, playing, and exercising create significant health inequities.

Contributing socioeconomic factors. Poor urban areas often have less parkland due to a combination of historical, social, and economic factors. Limited access to funding and resources, coupled with competing priorities, may result in neglected or underserved neighborhoods with fewer parks and recreational areas. Poorer urban areas often face barriers to political power and advocacy compared to wealthier neighborhoods. As a result, park planning and development efforts may prioritize wealthier or more politically influential areas, perpetuating disparities in access to green space based on socioeconomic status. High land costs in most parts of southern California have also contributed to a lack of parkland and open space due to the prioritization of profitable real estate projects over public green spaces.

Urban planning. Land use decisions that prioritize car-centric development, placing essential amenities like jobs, parks, schools, and healthy food options far from residential areas, discourage active transportation. This increased reliance on cars contributes directly to higher rates of preventable diseases like diabetes, obesity, and heart disease. In urbanized cities such as Compton, land use and development pressures can limit the availability of open space for parks. Vacant or underutilized land in these areas may be targeted for redevelopment or repurposed for other uses, further reducing the potential for parkland. Environmental justice policies must prioritize physical activity by ensuring the equitable distribution of pedestrian and bicycle infrastructure, as well as accessible parks, open spaces, and urban green spaces throughout the city.



A newly refurbished basketball court at Wilson Park honoring the late Gianna Bryant, daughter of the late Kobe Bryant

Figure EJ-12 illustrates park access, highlighting areas with park access within a 10-minute walk. Most residents live within a 10-minute walk of a public park, with a few areas of exception. Areas with limited park access in northern, northwestern, and southern Compton are primarily industrial. The area of central Compton with limited park access is a mix of residential and commercial areas, meaning residents likely must drive or take transit to access a park. Figure X identifies access to libraries and community centers. Many residential areas are not accessible within a 10-minute walk to a library or community center.

With a population of 95,740 in 2020 and a total of 67 acres of parkland, Compton provides 1.43 acres of parkland per 1,000 residents. A typical park and recreation agency should offer anywhere between 3.0 to 10.0 acres of parkland per 1,000 residents. As such, Compton should provide anywhere from 287 to 957 acres of parkland with a population of 95,740. Therefore, the City is lacking anywhere from 220 to 890 acres of parkland it should be providing to the community.

Research demonstrates that participating in regular moderate to vigorous physical activity provides many health benefits. Table EJ-6 shows the level of self-reported physical activity in the City and region per the California Health Interview Survey. Compared to Los Angeles County, respondents in Compton have lower physical activity levels among children and adults 18 and over are less likely to walk at least 150 minutes per week. Compton also has higher rates of obesity across all ages. These factors contribute to an overall lower life expectancy.

Table EJ-6: Weight and Physical Activity

Weight and Physical Activity	Compton	Los Angeles County	California
Regular Physical Activity (ages 5-17)	**13.9%**	14.3%	16.5%
Walked at least 150 minutes in past week	**35.6%**	38.4%	38.9%
Obese Adults (BMA≥30)	**38.3%**	29.6%	28.2%
Overweight or Obese Teens (ages 12-17)	**41.5%**	34.2%	31.2%
Overweight or Obese Children (ages 2-11)	**17.6%**	13.5%	13.9%

Source: Source: AskCHIS Neighborhood Edition, California Health Interview Survey (CHIS), UCLA, 2018.

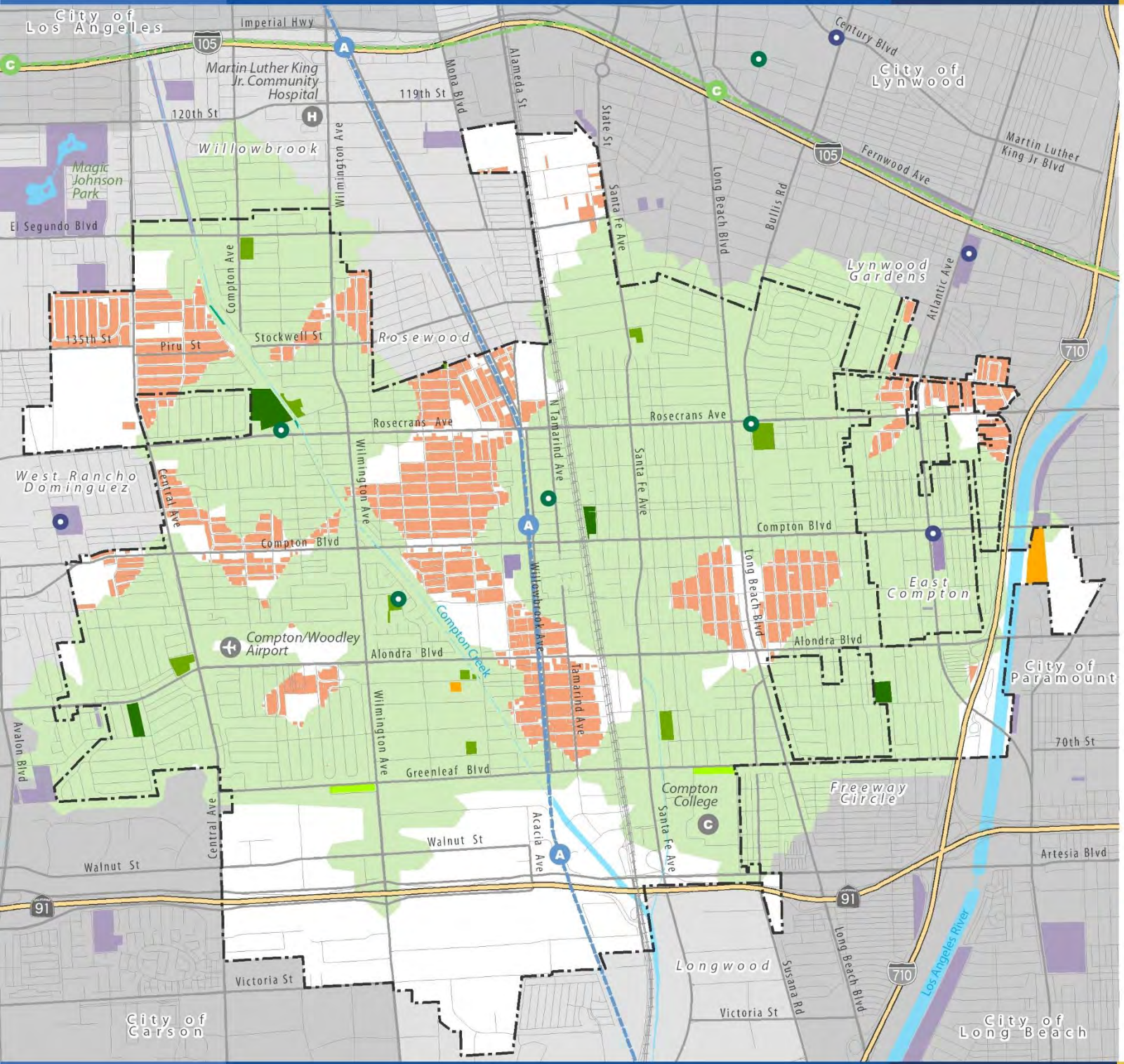


Figure EJ-12
Park Access

Park and Recreation Facilities

- Community Park
- Neighborhood Park
- Compton Creek
- Parkway
- Special Facility
- Non-City Park Facility

Park Access (Half-Mile Access/Walk)

- 10-Minute Park Access (Walk)

Community Centers

- Compton Community Centers
- Other Community Centers

- Residential Area Further than a 10-min. Walk to a Park

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies

Data Source: City of Compton, 2022.

Map Date: July 2022

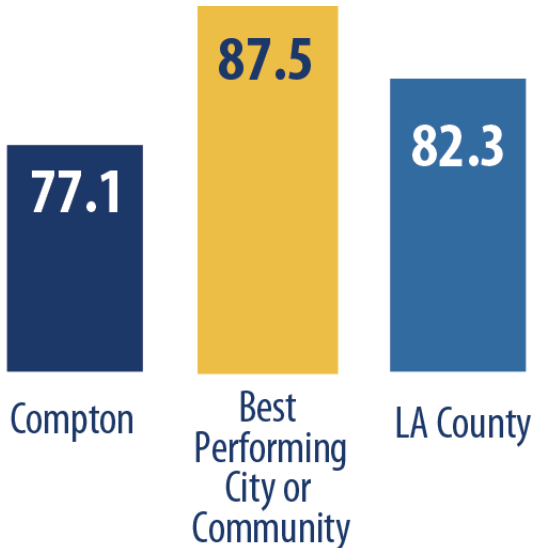
0 ¼ ½ ¾ 1 Mile

Approaches

The built environment plays a large role in determining whether communities have opportunities for physical activity.

Land Use Policies: Land use policies that encourage new development will increase opportunities for new park and open space uses. Land use policies in this General Plan require usable open space for play, recreation, and social or cultural activities in all residential development projects.

Figure EJ-13: Life Expectancy (Years)



Source: Los Angeles County Department of Public Health, Los Angeles County Health Survey, 2015.

Community benefits: The General Plan links growth and public benefits through the Community Benefits Program (CBP). The CBP offers developers an avenue to achieve their full development objectives if they contribute to public amenities via a community benefit program. A key benefit identified is public park/open space and public gathering spaces.

City Resources: Providing adequate staffing and funding for physical activity, community health, and wellness programs is critical. While the City may have limited resources for a wide variety of community needs, local resources can be supplemented with grant funding and community partnerships.

Complete Neighborhoods. A key goal of the land use policies in this General Plan is to create complete neighborhoods, areas where residents have convenient access to goods and services they need on a daily or regular basis. This includes a range of housing options, grocery stores and other neighborhood-serving commercial services, quality public schools, public open spaces, and recreational facilities.

Complete Streets. In Compton, adopting a complete streets approach to mobility planning ensures that streets are not solely designed for one mode of transportation but rather they accommodate pedestrians, vehicles, bicyclists, trucks, and trains, recognizing that not all streets can cater to every mode. The complete streets planning approach has demonstrated its ability to promote healthier and more equitable communities and yield health benefits. By providing safer and more accessible pathways for pedestrians, bicyclists, and public transit users, complete streets encourage active living. The implementation of complete streets goes beyond mere transportation infrastructure; it

enriches the fabric of communities, promoting both physical health and social well-being.

Coordination. Keeping our community healthy and active is a community-wide responsibility. Partnering with local health organizations, community-based groups schools, and sports organizations can expand access to community fitness programs and exercise classes in parks, community centers, and other public spaces to engage residents in regular physical activity.

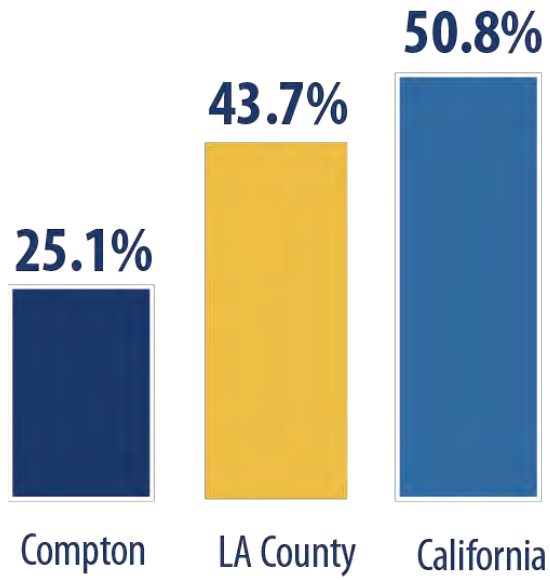
Community Involvement

Challenges

Meaningful participation by all community members, especially those disproportionately affected by environmental burdens, is crucial for achieving environmental justice. This requires creating accessible and culturally appropriate avenues for low-income, underrepresented, and linguistically diverse stakeholders to engage in local decision-making processes, enabling them to actively identify and contribute to solutions for environmental justice issues.

Voter turn-out is a measure of civic engagement. Communities that are civically engaged have more power to advocate for health-promoting policies. Participation in local decision-making through voting generates a stronger sense of ownership and investment in the communities that extends beyond voting to include activities such as attending public meetings, joining community organizations, and volunteering. In addition, civically engaged communities create opportunities for residents to be socially connected, thereby reducing the adverse health effects of social isolation. Voter participation in Compton is almost half of the participation levels seen at the county and State levels (see Figure EJ-14.

Figure EJ-14: General Election Voter Participation (2022)



Source: Election Results, Los Angeles County Registrar-Recorder/County Clerk; November 8, 2022, General Election

Community participation at the local level is essential for ensuring responsive and accountable governance, and building strong communities where all residents have a voice in shaping their shared future. Community participation also ensures that the City's priorities reflect residents' values, interests, and demographics. An involved

community can more easily safeguard that local elected or appointed officials are accountable to the community for their actions and decisions through transparency and ethical behavior. The community survey undertaken as part of this General Plan revealed a strong community desire for enhanced communication and engagement strategies. Residents expressed the following needs:

- Information about City meetings and activities in languages other than English to promote inclusivity
- Accessible online information through the City's website, social media, or online project portal
- Collaboration with community groups and religious institutions as an effective way to inform and engage residents
- Direct interaction between Councilmembers, their deputies, and constituents, such as open office hours
- Expanded information access through local newsletters and newspapers, underlining the significance of diverse communication channels to keep the community informed and engaged

Approaches

Leadership. The importance of leadership's support for a culture of engagement cannot be overstated. When elected officials prioritize engagement with their communities, they can inspire administration and set the tone – and allocation of resources – to support meaningful community engagement. A true culture of engagement revolves around trust — a two-way street that requires governments to have faith in their communities just as much as communities need to have faith in their leaders.

Organization. To create and sustain a culture of engagement, good internal organization is imperative. This can be especially challenging for local governments, where departments often operate independently of one another. To remedy the issues that stem from that – such as information not being shared, duplication of efforts, and differing priorities and timelines – different city departments should work to break down silos and encourage cross-departmental collaboration. This can be done through a range of change management strategies such as more transparently sharing goals and objectives.

Engagements at all levels. Engagement should occur at all levels from city leadership bodies to neighborhoods groups. Commissions and boards should liaise between residents and City officials. Neighborhood groups can serve as grassroots platforms for community engagement and advocacy. Development projects, land use decisions, and policy development should integrate engagements at all levels.

Citywide strategy. To create optimum connections with the community, the City should have a clear process for choosing which engagement method is best for the specific type of project or audience. A standardized engagement strategy to be used across departments should address the format, locations, target groups, meeting times, and language barriers. A citywide strategy should also expand information sharing related to city policies, programs, and decision-making processes. The strategy should identify the most effective means of communication and which methods yield the highest impact and participation.

Environmental Justice Goals and Policies

This Environmental Justice Element establishes a comprehensive framework dedicated to addressing environmental equity and ensuring all residents have equal access to a healthy and sustainable environment. Rooted in principles of social justice and fairness, this element prioritizes the identification and mitigation of environmental hazards and burdens disproportionately impacting neighborhoods. It aims to promote environmental health and well-being by advocating for reducing pollution burdens, increasing access to healthy foods, providing for the equitable distribution of community services and infrastructure, and ensuring transparent and open engagement for all residents. Through proactive policies, community engagement, and collaborative partnerships, the Environmental Justice Element seeks to empower residents to advocate for their rights to a healthy environment and work towards creating a more equitable and sustainable future for Compton.

Reducing Pollution Burdens and Improving Air Quality

GOAL EJ-1: REDUCED POLLUTION AND REMOVAL OF PUBLIC HEALTH DISPARITIES

Policy EJ-1.1: **Toxic Air Contaminants Reduction.** Implement land use and transportation strategies aimed at decreasing public exposure to toxic air contaminants within neighborhoods and sensitive uses adjacent to industrial areas.

Policy EJ-1.2: **Stationary Source Emissions.** Consult with the California Air Resources Board and the South Coast Air Quality Management District to ensure the appropriate monitoring of stationary source emissions and to receive aid and assistance to reduce exposures to harmful air pollutants, especially in Disadvantaged Communities.

Policy EJ-1.3: **Buffering Industrial Uses.** Require heavy industrial activities to have on-site buffers when adjacent or in close proximity to be residential neighborhoods, schools, and other sensitive areas, with the objective of shielding sensitive uses from air pollutant emissions, noise, and unpleasant odors.

Policy EJ-1.4: **Performance Standards for New Developments.** Develop Zoning Code performance standards for new industrial and commercial projects to minimize adverse effects on air quality, noise, and safety, particularly in Disadvantaged Communities.

Policy EJ-1.5: **Stricter Regulation of Polluting Uses.** Enforce more rigorous permitting standards and restrict variances for new high-intensity industrial or commercial activities near sensitive areas in Disadvantaged Communities.

Policy EJ-1.6: **Enhanced Code Enforcement.** Prioritize code enforcement efforts to tackle illegal land uses and activities that pose pollution hazards, particularly in Disadvantaged Communities.

Policy EJ-1.7: **Smoking Exposure Reduction.** Development policy resolutions or regulations that prohibit new tobacco, cannabis, and other smoking product retailers, including the sale of vape products, within 1,000 feet of child-sensitive areas (e.g., schools, parks, libraries, and recreation

centers) and 1,000 feet of another tobacco, cannabis, and other smoking product retailer.

Policy EJ-1.8: **Mitigating Truck-Related Impacts.** Implement measures to mitigate the impact of truck loading and delivery activities associated with new warehouses and truck-related businesses, including noise, odors, air pollution, and greenhouse gas emissions. Establish a local ordinance that exceeds the State vehicle idling restrictions, including restrictions for bus layovers, delivery vehicles, trucks at warehouses and distribution facilities, and taxis, particularly when these activities take place near sensitive land uses.

Policy EJ-1.9: **Promoting Electric Vehicle Infrastructure.** Ensure that industrial and warehouse facilities, as well as truck-related businesses, install electric vehicle charging infrastructure in alignment with California Air Resources Board regulations.

Policy EJ-1.10: **Local Monitoring.** Develop a citywide air quality monitoring program to identify areas with high levels of air pollution, including diesel-powered emissions, and to track changes over time. Establish a community-based monitoring program where volunteers collect environmental data using low-cost sensors or monitoring kits. Focus on priority areas near industrial uses and major

Policy EJ-1.11: **Vegetation Management.** Implement vegetation management programs along freeways and rail corridors to reduce emissions by promoting green buffers and planting air-purifying vegetation.

Policy EJ-1.12: **Coordination with Air Quality Agencies.** Collaborate with the South Coast Air Quality Management District and community partners to assess human exposure to toxic air contaminants, especially in Disadvantaged Communities. Impose appropriate conditions on projects to safeguard public health and safety.

Policy EJ-1.13: **Community Air Protection Initiatives.** Support the development and implementation of Community Air Monitoring Plans and Community Emissions Reduction Plans in collaboration with stakeholders, including businesses, community members, and relevant agencies.

Policy EJ-1.14: **Regional Collaboration.** Engage in regional air quality planning efforts led by local, regional, and State agencies.

Policy EJ-1.15: **Local Partnerships.** Partner with local school districts, community-based organizations, and other stakeholders to provide portable indoor air filtration units to low-income households in priority areas. Partner with local school districts and explore funding strategies to ensure all public schools have updated HVAC systems with HEPA filters.

Illegal Dumping and Blight

GOAL EJ-2: CLEAN UP AND ONGOING PREVENTION OF ILLEGAL DUMPING CITYWIDE

Policy EJ-2.1: **Graffiti Reduction Policy.** Develop strategies aligned with Crime Prevention Through Environmental Design (CPTED) principles and industry best practices to minimize opportunities for graffiti vandalism.

Policy EJ-2.2: **Neighborhood Clean-up Programs.** Encourage residents to participate in neighborhood clean-ups, beautification efforts, and community-building activities to foster a sense of ownership and pride in their city.

Policy EJ-2.3: **Blight Prevention and Management.** Implement measures to regulate and mitigate the impact of blight-inducing activities from commercial and industrial sectors known for attracting litter and debris. This includes oversight of businesses like recycling facilities, fast-food restaurants, warehouses, and industrial zones. Property owners must regularly maintain vacant lots to prevent blight accumulation. Use fines, permit denials, or criminal charges to encourage repair and maintenance for severely blighted properties that threaten health and safety.

Policy EJ-2.4: **Proactive Illegal Dumping Cleanup Initiative.** Expand the deployment of proactive cleanup teams to target areas prone to illegal dumping within Disadvantaged Communities.

Policy EJ-2.5: **Enforcement Against Illegal Dumping.** Strengthen the enforcement against illegal dumping activities by intensifying monitoring efforts during weekends and non-business hours, issuing citations, and increasing the presence of Code Enforcement. Use evaluations during budget cycles to ensure enforcement actions remain equitable and nondiscriminatory.

Policy EJ-2.6: **Priority Areas.** Compile a list of priority areas to enforce illegal dumping enforcement and vacant property maintenance.

Policy EJ-2.7: **Community Engagement on Illegal Dumping Prevention.** Enhance community-led initiatives in Disadvantaged Communities to raise awareness about the consequences of illegal dumping, provide information on affordable waste disposal services, establish reporting mechanisms, and empower youth leadership in addressing this issue.

Healthy Foods Access

GOAL EJ-3: A FOOD SYSTEM THAT OFFERS HEALTHY, CULTURALLY RELEVANT, AND AFFORDABLY ACCESSIBLE FOOD CHOICES FOR EVERYONE

Policy EJ-3.1: **Healthy Food Access.** Collaborate with community-based organizations focused on connecting residents, employees, and students to

quality, nutritious, culturally relevant, and affordable food.

Policy EJ-3.2: **Fresh Food and Vegetable Access.** Increase access to fresh foods and vegetables for neighborhood food deserts, including healthy market partnerships, farmers' markets, community gardens, home gardens, and pop-up farm stands.

Policy EJ-3.3: **Commercial Farms.** Expand and attract high-tech and indoor vertical farms to increase access to fresh, reliable, year-round supply of healthy foods to Compton residents..

Policy EJ-3.4: **Support Urban Agriculture.** Provide resources and support for the development of community gardens and urban agriculture initiatives, including Richland Farms, Compton Community Garden, Alma Farms, and People's Garden. Allocate more land for community garden plots, offering technical assistance and training to gardeners, and facilitating partnerships with local organizations and schools.

Policy EJ-3.5: **Encourage Community Gardens.** Encourage neighborhood groups to organize, design, and manage community gardens, particularly where space is available that is not suitable for housing, parks, pathways, or recreation facilities.

Policy EJ-3.6: **Development Standards.** Expand opportunities for urban and community food-growing activities by removing barriers that exist in the Zoning Code and creating a clear development framework. Establish clear and easy to understand development standards that communicate how urban agricultural activities are allowed and where.

Policy EJ-3.7: **Healthy Food Retail Incentives.** Establish financial incentives and support programs to encourage the establishment and expansion of grocery stores, farmers' markets, and other healthy food retail outlets in underserved areas of Compton. This can include tax incentives, grants, and low-interest loans for businesses that commit to providing fresh and nutritious food options.

Policy EJ-3.8: **Mobile Farmers' Markets.** Launch mobile farmers' market programs to bring fresh produce directly to neighborhoods with limited access to grocery stores. Coordinate routes and schedules to ensure regular and convenient access to a variety of fruits, vegetables, and other healthy food items.

Policy EJ-3.9: **Healthy Corner Store Initiative.** Collaborate with corner store owners to promote and incentivize the stocking of healthier food options such as fresh fruits, vegetables, whole grains, and low-fat dairy products. Where feasible, offer financial assistance, marketing support, and nutrition education to participating stores.

Policy EJ-3-10: **Nutrition Education and Cooking Classes.** Implement nutrition education programs and cooking classes in partnership with community centers, places of worship, and health

organizations and to teach residents about the benefits of healthy eating, how to prepare nutritious meals on a budget, and how to make healthier food choices.

Policy EJ-3.11: **Food Assistance Programs.** Expand access to food assistance programs, such as the Supplemental Nutrition Assistance Program (SNAP) and Women, Infants, and Children (WIC) program, by increasing outreach efforts and streamlining enrollment processes. Work with community organizations to provide additional support services, such as food pantries and meal delivery programs, for residents in need.

Policy EJ-3.12: **Healthy Food Purchasing.** Collaborate with community-based organizations, schools, local organizations, and community groups to prioritize the purchase of locally sourced, fresh, and healthy foods by establishing partnerships with local farmers and food producers to increase the availability of fresh and seasonal ingredients.

Policy EJ-3.13: **Food Policy Council.** Establish a Local Food Policy Council comprised of community members, local government officials, representatives from food-related businesses, and public health experts to develop and oversee the implementation of policies aimed at improving food access, promoting healthy eating habits, and addressing food insecurity in Compton.

Policy EJ-3.14: **Food Desert Mapping and Assessment.** Conduct regular assessments to identify food deserts and areas of limited food access within Compton. Use this data to inform decision-making, prioritize resource allocation, and target interventions to areas with the greatest need.

Policy EJ-3.15: **Transportation Solutions.** Address transportation barriers to food access by improving public transit options, implementing shuttle services to grocery stores, and supporting community-led initiatives like carpooling or ride-sharing programs for shopping trips.

Equitable Distribution of Services and infrastructure

GOAL EJ-4: A NETWORK OF WELL-MAINTAINED COMMUNITY FACILITIES THAT ARE EASILY ACCESSIBLE, CULTURALLY SUPPORTIVE, AND RESPONSIVE TO THE NEEDS OF THE COMMUNITY

Policy EJ-4.1: **Community Facilities Improvement.** Prioritize the upkeep and enhancement of established civic and public facilities to ensure they are safe, attractive, and responsive to community needs.

Policy EJ-4.2: **Equitable Investment in Community Facilities.** Implement funding strategies and allocate resources to ensure fair distribution of capital improvements and maintenance projects by focusing on addressing the urgent needs of deteriorating community facilities and infrastructure resources.

Policy EJ-4.3: **Equitable Programming and Services.** Ensure educational, recreational, and cultural programs and activities of local interest are inclusive and affordable to all.

Policy EJ-4.4: **Expansion of Childcare Services.** Incentivize the creation of new childcare facilities, increase the supply of affordable childcare options, and support the needs of working families in the community.

Policy EJ-4.5: **Supporting Health Services.** Collaborate with community-based organizations and local health providers engaged in improving public health and wellness, expanding access to affordable quality health care, and providing medical services for all segments of the community, as well as assigning priority to expand or improve health services to underserved areas.

Promotion of Physical Activity

GOAL EJ-5: A CULTURE OF PHYSICAL ACTIVITY AND WELLNESS IN ALL NEIGHBORHOODS TO IMPROVE RESIDENTS' HEALTH AND WELL-BEING

Policy EJ-5.1: **Enhancing Access to Parks.** Increase community access to safe, high-quality park and recreational facilities by expanding pedestrian and bicycle amenities, increasing connections to Compton Creek and Los Angeles River, and creating parks as safe places for community of all ages.

Policy EJ-5.2: **Prioritize Resources.** Prioritize adequate staffing and funding allocations for city-operated programs that provide opportunities for physical activity and encourage community health and wellness.

Policy EJ-5.3: **Community Fitness Program.** Partner with local health organizations and community-based groups to develop and implement a variety of community fitness programs and establish exercise classes, walking groups, and wellness workshops in parks, community centers, and other public spaces to engage residents in regular physical activity.

Policy EJ-5.4: **Active Parks Initiative.** Implement an active parks initiative to improve park infrastructure and safety by including walking trails with distance markers, challenging and fun playgrounds, sports fields, and fitness equipment that accommodate diverse community needs and promote active recreation for residents of all ages.

Policy EJ-5.5: **Active Transportation.** Invest in the development of pedestrian and bicycle infrastructure, including sidewalks, bike lanes, and multi-use trails to create safe and accessible routes for active transportation by prioritizing projects that connect parks, schools, residential areas, and commercial districts to promote walking and cycling as viable transportation options.

Policy EJ-5.6: **Youth Sports and Recreation Programs.** Expand access to youth sports leagues, summer camps, and after-school programs that promote physical fitness, teamwork, and sportsmanship by collaborate with schools, sports organizations, Los Angeles Sheriff's Department, and community groups to offer a diverse range of recreational opportunities for young people.

Policy EJ-5.7: **Senior Fitness and Wellness Initiatives.** Develop specialized fitness classes, social activities, and wellness workshops designed to meet the unique needs and interests of older adults. Offer senior-friendly exercise equipment, walking groups, and outdoor fitness stations in parks and community centers to encourage regular physical activity and social engagement among seniors.

Community Involvement

GOAL EJ-6: ACTIVE AND INCLUSIVE COMMUNITY INVOLVEMENT IN DECISION-MAKING AND DEVELOPMENT PROCESSES THAT ADDRESS LOCAL NEEDS AND PRIORITIES

Policy EJ-6.1: **Community Commissions and Boards.** Utilize local commissions and boards to serve as liaisons between residents and City officials, providing valuable input and feedback on policies and initiatives. Widely advertise the meetings to the public.

Policy EJ-6.2: **Block Clubs.** Continue to utilize block clubs and captains to empower residents to voice their concerns, share ideas, and participate in decision-making processes at the local level, where they can serve as grassroots platforms for community engagement and advocacy.

Policy EJ-6.3: **Community Partnerships.** Collaborate with local community organizations, faith-based groups, and other advocacy groups to reach marginalized populations and ensure their voices are heard.

Policy EJ-6.4: **In-Person Community Meetings and Town Halls.** Organize annual community meetings or town halls where city officials and community members can come together to discuss important issues, share information, and collaborate on solutions. Ensure these meetings are accessible, inclusive, and transparent, with opportunities for meaningful dialogue and input from all stakeholders.

Policy EJ-6.5: **Print Media.** Use print media platforms to inform the community on local governmental matters and to promote civic engagement, community participation, and public discourse on local issues, events, and initiatives. Prioritize development of regularly published newsletter available in print or online, in multiple languages, and available to every Compton household.

Policy EJ-6.6: **Online Engagement Platforms.** Develop and maintain and inclusive and accessible online presence through social media channels, forums, and interactive websites to facilitate ongoing communication and engagement between

residents and city hall. Provide opportunities for virtual town halls, surveys, and discussion forums to gather feedback and input from a wider range of community members.

Policy EJ-6.7: **Community-Based Planning Processes.** Prioritize community input and involvement into planning processes for development projects, land use decisions, and policy development. Create opportunities for residents to actively contribute to their community through volunteer programs, service projects, and civic engagement initiatives.

Policy EJ-6.8: **Community Outreach and Education.** Implement community outreach and education programs to inform residents about city policies, programs, and decision-making processes by offering workshops, seminars, and informational materials to increase civic awareness and empower residents to participate meaningfully and effectively in local governance.

Policy EJ-6.9: **Language Access and Translation Barriers.** Ensure language access for diverse communities by providing translation services, interpretation support, and multilingual materials at community meetings, events, and public hearings.

Policy EJ-6.10: **Youth Engagement Initiatives.** Engage youth in decision-making processes by creating youth advisory boards, leadership programs, and youth councils to encourage youth representation in city committees and commissions. Provide opportunities for young people to contribute their perspectives and ideas on issues that affect them and their communities.

Policy EJ-6.11: **Transparent Decision-Making Practices.** Promote transparency and accountability in decision-making processes by providing clear information about City policies, budgets, and decision outcomes and ensure that decisions are made in an open and transparent manner, with opportunities for public review and comment.



CITY OF COMPTON

Chapter 8

COMMUNITY SERVICES, OPEN SPACE, AND NATURAL RESOURCES ELEMENT

COMPTON
GENERAL PLAN 2045
Building a Better Compton

Chapter 8

Community Services, Open Space, and Natural Resources Element

COMPTON
GENERAL PLAN 2045
Building a Better Compton

Introduction

The Community Services, Open Space, and Resources Element has a dual focus: 1) promoting a vibrant and inclusive society, and 2) safeguarding the natural environment. These topics are intertwined in that they celebrate the qualities that bring richness to our community: parks and recreation resources, cultural and educational institutions, and the community forest. Because an overarching General Plan goal is to improve all aspects of community life and health, this element also addresses strategies to improve local air quality.

Purpose of the Element

This element promotes the protection, maintenance, and use of the natural, recreational, educational, and cultural resources in Compton, and fulfills the need to address two mandatory general plan elements: conservation and open space.

Relationship to Other Elements

This element works in tandem with other elements of the General Plan. The distribution of community facilities, parks and open space and natural resources is directly related to the distribution of land uses; therefore, this element is most closely correlated with the Our Community Element, which includes goals and policies addressing climate change through land use patterns that facilitate a reduction in vehicle miles traveled and by planning for transportation networks that encourage multiple travel modes. The Safety Element contains policies to minimize flood risks and encourage groundwater recharge. The Environmental Justice Element addresses the disproportionate exposure of disadvantaged communities to climate change effects and promotes the equitable distribution of community services and facilities identified in this element.

Community Context

An overarching goal of this element is to ensure that parks, recreation facilities, arts and culture, and natural resources are accessible to all residents, reflect the City's diversity, and contribute to economic vitality.

Community Snapshot

According to 2020 Decennial Census estimates, Compton's population as of 2020 was 98,447, an increase of two percent since 2010. Population growth in Compton slowed beginning in 2020 but is forecast to increase to 103,100 in 2045.

The City's demographic transformation from a predominantly Black/African American community to a predominantly Hispanic/Latino one has been a defining feature of Compton's social and cultural landscape beginning in the late 1990s. Today, Hispanic/Latino and Black/African American populations are the largest populations in the City, representing 69 percent and 27 percent of the population, respectively (2020 Decennial Census). Festivals, performances, and public art may increasingly showcase the heritage of emerging groups, fostering cross-cultural exchanges and greater inclusiveness.

Compton's population is generally younger compared to the overall population in Los Angeles County and the nation. Additionally, a smaller proportion of Compton residents are seniors over the age of 65, compared to the higher percentages found in both the County and the State. A younger population has implications for the demand for educational and recreational services, such as those targeting younger residents.

Compton has a higher proportion of lower-income households than in the region. According to HUD CHAS data derived from the 2016-2020 ACS, 74 percent of households in Compton are low income, earning less than 80 percent of the Area Median Income (AMI). By comparison, only 56 percent of households across the County fall into the low-income category. This means that residents may not discretionary spending available for arts and culture programs.

The Office of Environmental Health Hazard Assessment (CalEnviroScreen 4.0) identifies California communities disproportionately burdened by multiple sources of pollution. CalEnviroScreen also takes into consideration socioeconomic factors including educational attainment, linguistic isolation, poverty, and unemployment. According to CalEnviroScreen 4.0 scores, all census tracts in Compton, except the tract that extends into the adjacent city of Carson, scored in the lowest percentile range.



Compton Creek Natural Park at Washington Elementary

Key Challenges

Through the community engagement process for this General Plan, participants identified numerous community-related considerations and values they believe require attention to improve residents' quality of life as follows:

- **Parks and Recreation Facility Needs**
  Park facilities and recreation services historically have been underfunded, with residents not able to benefit from spaces and activities that promote physical and mental health. The low level of funding and staffing has affected the quality and safety of the City's physical facilities. The absence of a dedicated Parks and Recreation Department during the pandemic was highlighted in the public outreach program as a barrier to implementing necessary improvements. With only 77 acres of park lands and no Parks Master Plan to guide decisions and action, basic maintenance and attention to facilities have been a challenge.
- **Pandemic Effects on Education**
  During the COVID-19 pandemic, remote learning exacerbated pre-existing inequities, as students and families struggled with access to devices and Wi-Fi hotspots, as well as access to nutrition and mental health resources. To date, school districts across the country are still struggling to close the gaps in reading, writing, and math. In addition to schools, maintaining and expanding library services is of paramount importance to meet the community's needs, as libraries provide a wide range of learning opportunities and enhance the overall quality of life.
- **Public School Quality**
  Schools in Compton perform worse than schools in Long Beach and many areas of the Los Angeles Unified School District. Factors such as funding disparities, socioeconomic challenges, and lower standardized test scores contribute to this gap. In contrast, schools in more affluent areas of Los Angeles County often benefit from better resources, higher funding, and stronger academic performance. Addressing the disparities in education requires a multi-faceted approach that focuses on funding (for facility improvements and student services), enhanced staff support, and parental and community engagement.
- **Public Facility Conditions**
  Public community facilities provide essential services to communities in addition to recreation. They serve as inclusive meeting places, promoting a culture of health and well-being within the community. Public facilities in Compton are in a state of disrepair and have been poorly maintained. Like other community amenities and resources, public facilities need maintenance and improvements to better serve the community.
- **Youth Resources**
  Compton lacks welcoming spaces, separate from home and work/school, where young residents can spend their time constructively, away from potential negative influences and risky behaviors. The lack of funding for education, employment, and health and wellness resources has limited the types of support that the City can offer to Compton youth at a critical social development period in their lives. Increased engagement of young residents in community activities and decision-making processes is needed to foster a sense of belonging and shared responsibility for the community's well-being.
- **Fragmented Volunteerism**
  While Compton has a strong history and culture of volunteerism, many service providers and community organization operate separately from each other, resulting potentially in duplication of efforts, inefficient use of already limited resources, and missed opportunities for holistic approaches and solutions to community issues. Increased collaboration and resource sharing are needed.

- **Limited Public Information and Engagement**
  Community members have identified the lack of communication and information sharing as limiting factors in accessing community services and have expressed desires for improved communication and engagement with the City through the City's website, social media and online project portal, and physical channels such as newsletters or newspapers. Suggestions have included the creation of a multilingual, centralized location for up-to-date information on City resources, facilities, and services.

- **Natural Resources Protection**
  Compton Creek, in addition to providing important flood control and groundwater recharge functions, provides opportunities for creek-side recreation and educations. However, the Compton Creek trail lacks physical improvements and suffers from general maintenance issues, including accumulation of litter. Opportunities for improvement include stormwater infiltration projects and bioswales along or near the creek. Efforts to redevelop the City's existing flood control channel and adjacent land into a safe, ecologically beneficial, multi-use, public greenway will be critical in transforming a blighted, underutilized resource into a valuable amenity.



Compton Creek Natural Park at Washington Elementary

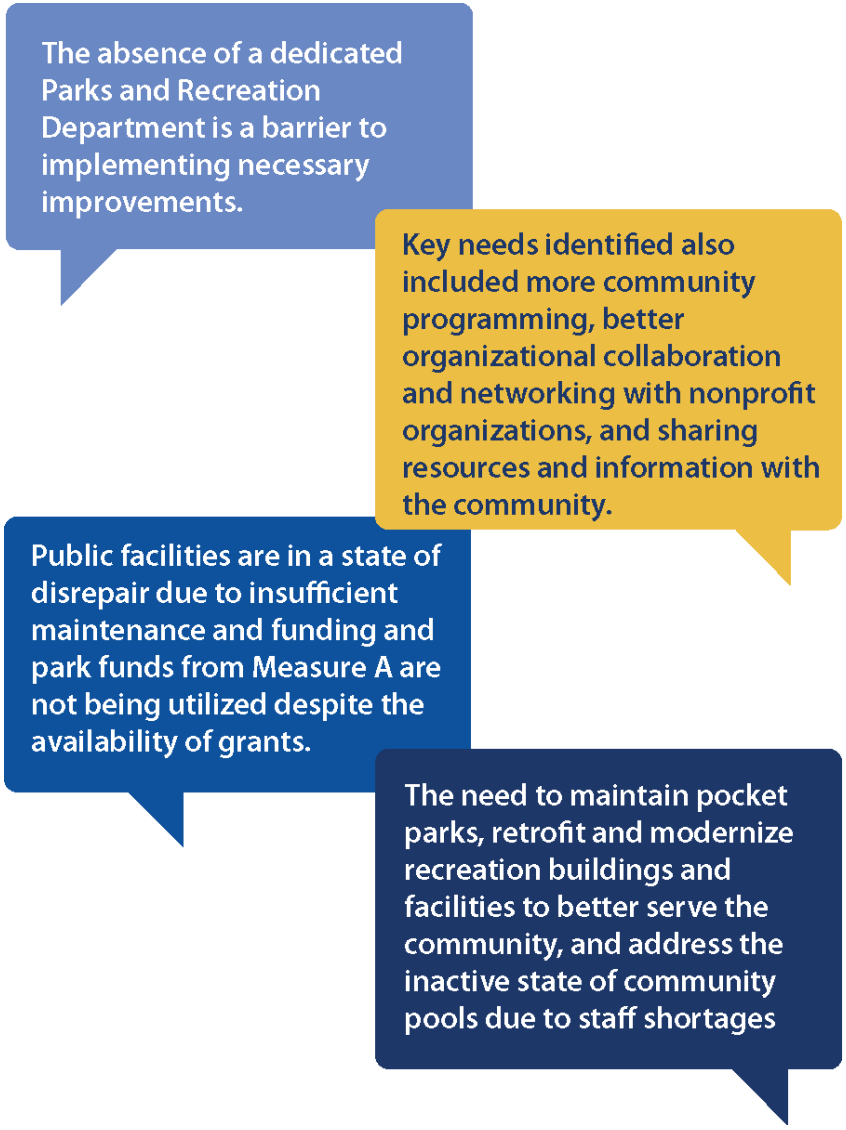
Parks and Recreation Facilities

Parks are not just places to play; parks serve as neighborhood and community focal points for healthy physical and mental engagement. Within Compton are 14 City-owned parks and recreation facilities (Figure CR-3) that vary in size and amenities (see Table CR-1), as well as one large County park.

The City of Compton Recreation Department operates and maintains a total of 14 parks (67 acres). Recreation facilities include six community centers, seven neighborhood parks, two walking parks, two swimming pools, three regulation-size gymnasiums, a skate park, Jackie Robinson Baseball Stadium, a par 3 golf course, and the Douglas F. Dollarhide Community Center. The Department's core services are Administration and Planning and Recreation Services for Youth, Adults, and Seniors.

The largest city park facility is Gonzales Park, located in northwest Compton, with a community center, two junior baseball diamonds, a children's playground, batting cages, fitness equipment, a picnic area, a community banquet room, an aquatic center, and the Jackie Robinson Baseball stadium. The second-largest park is Lueders Park, in northeast Compton. Lueders Park covers six acres and offers a community banquet room, picnic area, gymnasium, outdoor fitness amenities, tennis courts, a playground, and additional picnic areas.

Through the General Plan public engagement program, community members and stakeholders brought up various concerns related to community park facilities, summarized in the adjacent graphic.



Public comments on parks and recreation during 2022

Table CR-1: Parks and Recreation Facilities (2024)

Park Name	Address	Acres	Park Amenities
Burrell-MacDonald Park	2516 W. Alondra Blvd.	5.1	▪ Baseball Diamond ▪ Basketball Court(s) ▪ Community Banquet Room ▪ Multipurpose Field ▪ Outdoor Fitness Equipment ▪ Picnic Area ▪ Playground ▪ Recreation Room(s) ▪ Walking Trail
Compton Par 3 Golf Course	6400 E. Compton Blvd.	11.9	▪ Off-Street Parking ▪ Pro Shop ▪ Snack Shop
Ellerman Park	400 W. Bennett St.	1.7	▪ Multipurpose Field ▪ Playground
Fig/Oleander Park	Oleander Ave/Fig St.	0.3	▪ Playground
Gonzales Park	1101 W. Cressey St.	14.3	▪ Aquatic Center ▪ Baseball Diamond ▪ Batting Cages ▪ Bullpens ▪ Community Banquet Room ▪ Gym ▪ Outdoor Fitness Equipment ▪ Picnic Area ▪ Playground ▪ Practice Infield ▪ Recreation Room(s) ▪ Stadium
Kelly Park	2319 E. Caldwell St.	4.3	▪ Baseball Diamond ▪ Basketball Court(s) ▪ Community Banquet Room ▪ Multipurpose Field ▪ Picnic Area ▪ Playground ▪ Recreation Room(s)
Lueders Park	1500 E. Rosecrans Ave.	7.3	▪ Aquatic Center ▪ Community Banquet Room ▪ Courtyard ▪ Gym ▪ Multipurpose Field ▪ Outdoor Fitness Equipment ▪ Picnic Area ▪ Playground ▪ Recreation Room(s) ▪ Tennis Courts ▪ Walking Trail

Park Name	Address	Acres	Park Amenities	
Caesar Chavez Neighborhood Park	1812 N. Santa Fe Ave.	1.9	▪ Basketball Court(s) ▪ Multipurpose Field	▪ Playground
Raymond Street Park	400 W. Raymond St.	1.4	▪ Baseball Diamond ▪ Playground	
Sibrie Park	1300 W. El Segundo Blvd.	3.7	▪ Baseball Diamond ▪ Multipurpose Field	▪ Playground
South Park	Chester and Caldwell	4.6	▪ Baseball Diamond ▪ Multipurpose Field	
Tragniew Park	2121 W. Alondra Blvd.	4.3	▪ Basketball Court(s) ▪ Multipurpose Field ▪ Playground ▪ Tennis Courts	
Dr. Walter R. Tucker Park	650 W. Laurel St.	2.5	▪ Classrooms / Meeting Rooms ▪ Multipurpose Field	▪ Playground ▪ Recreation Room(s)
Wilson Park	123. N. Rose St.	3.7	▪ Basketball Court(s) ▪ Community Banquet Room ▪ Gym ▪ Multipurpose Field ▪ Outdoor Fitness Equipment	▪ Picnic Area ▪ Playground ▪ Recreation Room(s) ▪ Skate Park
	Total Park Acres	**67.0**		
East Rancho Dominguez Park (County of Los Angeles)	15116 S. Atlantic Ave.	5.5	▪ Gymnasium ▪ Community Center ▪ Tennis Courts ▪ Basketball Courts	▪ Playground ▪ Baseball Fields ▪ Exercise and Fitness Equipment
Dr. Martin Luther King Jr. Memorial (County of Los Angeles)	Compton City Hall and Civic Center	4.1	▪ Dr. Martin Luther King Jr. Memorial	

Park Level of Service and Access

With a population of 95,740 in 2020 and a total of 67 acres of parkland, Compton provides 1.43 acres of parkland per 1,000 residents. A typical park and recreation agency should offer anywhere between 3.0 to 10.0 acres of parkland per 1,000 residents. Under this metric, total park acreage should be between 287 to 957 acres, far short of what is available. A low park area-to-resident ratio suggests potential overcrowding in existing parks, limited opportunities for outdoor activities, and potential negative impacts on public health and well-being. SCAG projects that Compton could grow to 103,100 residents by 2045. This would require over 300 acres of parkland to meet a 3.0 acre per 1,000 persons standard for future population levels. Given the urbanized and fully developed character of the City, as well as the levels of funding available, a more realistic standard would be 1.5 acres of parkland per 1,000 residents and would total 155 acres of parkland total, or 88 acres more than what is currently developed. A detailed study or Master Plan would be required to more accurately estimate a realistic level of service given the City's ability to acquire and maintain additional park facilities.

Residents should be able to easily access at least one park, with a standard metric being living within a 10-minute walk. In Compton, several neighborhoods are located more than a 10-minute walk from a park. Figure CR-3 identifies park locations and residential neighborhoods not within a 10-minute walk. Park and recreation services provisions are lacking at a time of critical need and community desire for health and wellness resources.

Lack of funding and staffing affects the scope of services provided and the quality and safety of local recreation facilities. The absence of a dedicated Parks and Recreation Department was highlighted in the public outreach program as a barrier to implementing necessary improvements. Basic maintenance and attention to facilities have been neglected, resulting in a deteriorating state of these amenities. The lack of funding tools and land constraints have widened park shortfalls, particularly adversely affecting traditionally undeserved communities.



Burrel MacDonald Park playground

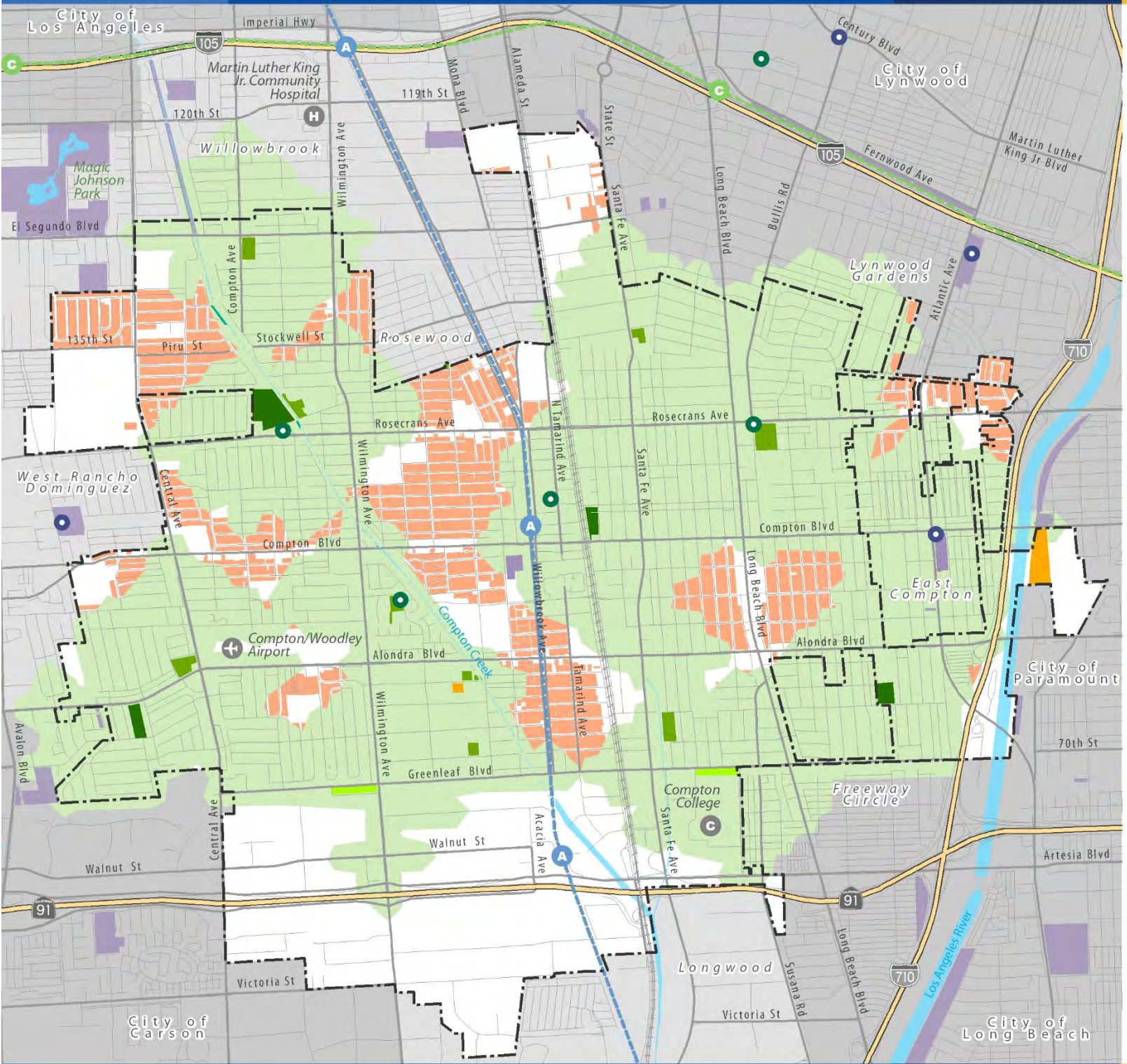


Figure CR-1
10-Minute Walk to Parks and Recreation

Park and Recreation Facilities

- Community Park
- Neighborhood Park
- Compton Creek
- Parkway
- Special Facility
- Non-City Park Facility

Park Access (Half-Mile Access/Walk)

- 10-Minute Park Access (Walk)

Community Centers

- Compton Community Centers
- Other Community Centers
- Residential Area Further Than 10-Min. Walk to a Park

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies

Data Source: City of Compton, 2022.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Park Improvement Strategies

Targeted Park Expansions in Underserved Areas

To address the need for more park space, especially in underserved neighborhoods, the City can prioritize the creation of new parks in neighborhoods that are outside the 10-minute walk access standard (within the gap areas in red in Figure CR-3). This can be achieved through strategic acquisition of underutilized land, vacant lots, and the conversion of unused urban spaces into pocket parks and green spaces.

Utilize Temporary and Mobile Recreation Programs

In neighborhoods where the creation of permanent parks may take time due to land or funding constraints, implementing temporary pop-up parks and mobile recreation programs can serve as a short-term solution. These programs could include mobile fitness classes, sports events, and pop-up playgrounds that provide immediate access to recreational opportunities while long-term park expansions are being planned. This flexible approach can bridge the gap for underserved communities and promote physical activity and community engagement.

Collaborative Park Improvement Initiatives

Compton can expand and enhance its parks by forming strategic partnerships with community groups, nonprofits, private companies, and local organizations. These collaborations will allow the City to identify and address the specific needs and priorities for each park, ensuring improvements such as playground upgrades, sports field renovations, and landscaping projects are community driven.



An example of a water splash pad



Mobile recreation vehicle

By leveraging public and private funding sources, including corporate sponsorships and joint-use agreements, Compton can make significant park improvements and expand recreational programming, fostering a sense of shared ownership and ensuring that parks are vibrant, well-maintained spaces for all residents.

Improve Park Maintenance and Safety

Regular park maintenance and safety enhancements maintain their appeal and usability. The City will strive to allocate resources for routine and preventative maintenance, focusing on cleanliness, equipment repair, and safety measures to create a welcoming environment for residents. Investing in the upkeep of green infrastructure, such as tree planting and stormwater management, will also contribute to the sustainability and resilience of parks, making them community long-term assets.

Innovative Funding and Land Acquisition Mechanisms

Providing new park spaces in a fully developed city like Compton requires creative funding solutions. The City is committed to exploring innovative funding mechanisms, such as public-private partnerships, grants, and community-based funding initiatives to secure land for new parks. By diversifying its funding sources and leveraging existing public land, Compton can tackle financial barriers and make significant strides toward increasing its parkland ratio to meet the needs of a growing population.

Comprehensive Park Condition Assessment

A citywide park condition assessment should be conducted to prioritize improvements and identify which facilities require the most urgent repairs or enhancements. This approach will allow the City to direct its capital improvement budget effectively, focusing on high-impact projects that enhance accessibility, upgrade amenities, and ensure long-term sustainability. Involving residents in the assessment process will further ensure that investments align with community needs and preferences.



An example of play elements at a playground

Incentivizing Open Space in Future Developments

As urbanization limits space for new parks, the City can use a Community Benefits Program (CBP) to incentivize developers to provide open spaces in exchange for development bonuses. This approach allows developers to contribute to public benefits, such as parks and community centers, ensuring that as the city grows, new developments include much-needed recreational and gathering spaces for residents.

Enhancing Public Spaces Near Transit-Oriented Developments

The City will consider parks creation in transit-oriented developments near the Metro A Line, including private park and plaza space available to the public. As housing intensifies in these areas, incorporating parks, green spaces, and places to gather will provide residents with recreational opportunities and support transportation options. This approach will help integrate parks into areas with higher-density housing.

Improving Walkability and Access to Parks

To encourage walking and improve access to parks, Compton can enhance pedestrian and cycling infrastructure by upgrading sidewalks, adding tree-lined streetscapes, and improving crosswalks. This will create safer, more appealing walking routes that connect residents to parks and community facilities.

Developing a Parks Master Plan

To address long-standing inequities in park distribution and condition, Compton should develop a comprehensive Parks Master Plan. This plan would identify capital and maintenance needs, prioritize investments, and outline funding strategies to ensure that parks and recreational facilities are equitably distributed and properly maintained. The Master Plan would serve as a guide for sustainable park improvements over the coming decades.



Unique playground elements with drought-tolerant landscaping

Conservation of Resources

Natural Resources

Compton is an urban area with limited natural resources. Local resources include Compton Creek, the Los Angeles River, and the extensive tree canopy.

Compton Creek

Compton Creek, a tributary of the Los Angeles River, traverses Compton diagonally from El Segundo Boulevard to the Los Angeles River near the Long Beach Freeway (I-710) in Long Beach. Compton Creek is primarily channelized, lacking natural riparian vegetation and areas for water to infiltrate the groundwater basin, while carrying floodwater during major rainstorms into the Los Angeles River. Atop the creek bank's east side is a pedestrian/bicycle trail, with access points through gates on most neighborhood streets ending at the creek. Several pedestrian bridges cross the creek, and most major roadways include bridges with room for bikes and pedestrians. An unchanneled segment of Compton Creek, between the Crystal Casino near Artesia Boulevard and the Los Angeles River confluence, contains lush vegetation.



Compton Creek

Key Challenges

Compton Creek suffers from poor maintenance, with trash accumulation within the creek and along the trail connection points. These conditions degrade water quality. Also, given the City's paucity of recreational resources for residents, improving trail conditions would make the trail more suitable for outdoor recreation and exercise. Achieving the restoration and enhancement of wetland habitats within the Compton Creek Watershed, as well as increasing the availability of open space, will require community involvement and education.

Compton Creek Natural Park

Located alongside Compton Creek, the Mountains and Recreation & Conservation Authority built a three-acre park on unused land on the adjacent George Washington Elementary School. Designed through a collaborative process with teachers, school staff, community members, and other stakeholders, the park features some of the natural habitat and plant communities found in the Compton Creek watershed, together with shade trees, walking paths, grassy areas, fitness equipment, picnic and seating areas, a multi-use amphitheater, parking, a community plaza, and interpretive signage. The sustainably designed park includes environmentally friendly features such as natural retention basins and bioswales for stormwater treatment, and a 127,000-gallon underground cistern that stores rainwater to irrigate the park.

The creekside park provides a habitat for local and migratory birds, plus an environmental learning area for the school. The Los Angeles Conservation Corps maintains the park and houses an onsite operations building with an office and recruitment station to offer local youth training in conservation related skills.

Compton Creek Pilot Restoration

Under the Southern California Wetlands Recover Project, the Compton Creek Pilot Restoration project will promote significant ecological benefits to the Compton Creek Watershed through hands-on cleanup and restoration activities. Long-term stewardship of the soft-bottom portion of Compton Creek will be achieved through community-based education and involvement. In addition to achieving measurable, on-the-ground restoration, the project will facilitate community involvement in restoration activities through its partnership with the City of Compton, build capacity by working closely with local community-based organizations and policymakers committed to enhancing the region, and provide comprehensive watershed education to high school and college students through established partnerships.

Compton Creek Regional Garden Park Master Plan

The Compton Creek Regional Garden Park Master Plan identifies approaches to redevelop the existing flood control channel and adjacent land into a safe, ecologically beneficial, multi-use public greenway. The Master Plan reflects a shift in policy approaches that redefine the function of waterways such as Compton Creek from single-purpose flood protection systems to integrated, multipurpose corridors. The plan includes a vision for a green corridor along the creek, with parks, trails, and green infrastructure lining the route. The vision calls for softening the creek edge and increased access, allowing the public to have a more positive experience with the creek than the current one with the closed concrete channel. Master Plan implementation will transform a blighted, underutilized resource into a valuable amenity.

Los Angeles River

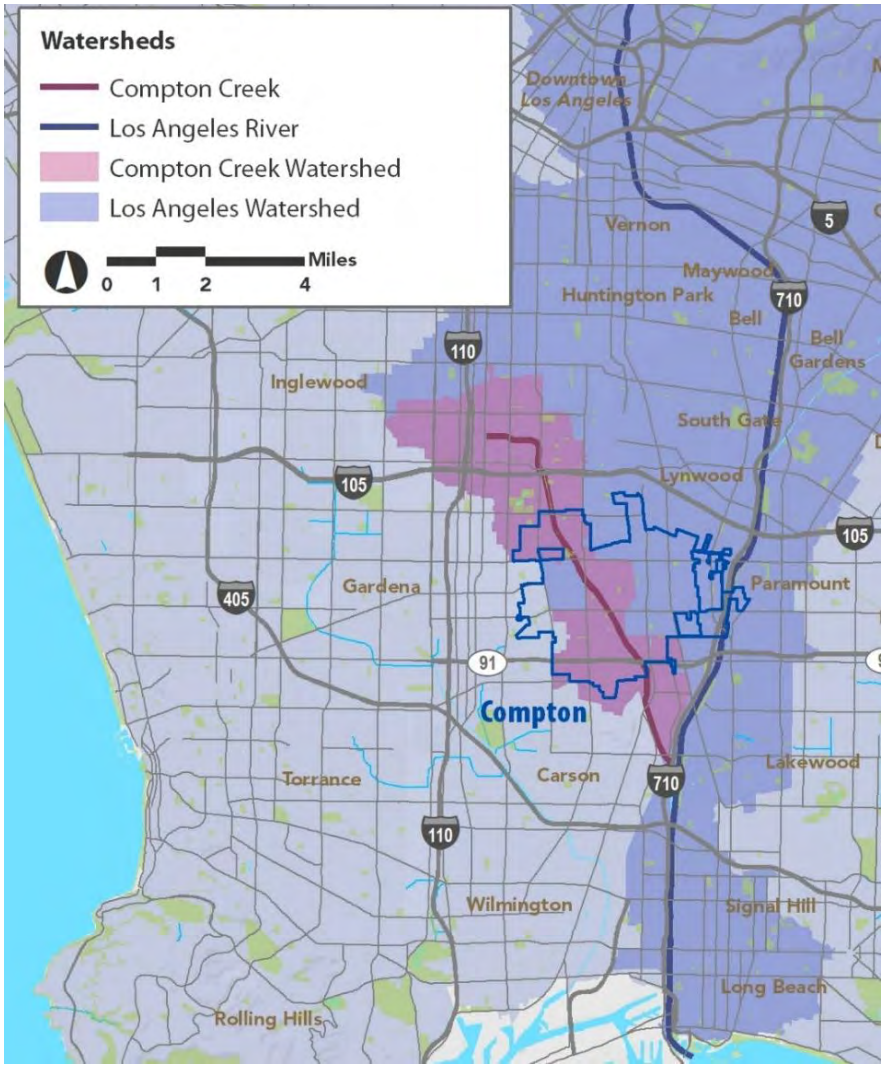
The Los Angeles River is a major river through Los Angeles County, with its headwaters originating in the Simi Hills and Santa Susana Mountains. It flows nearly 51 miles from Canoga Park through the San Fernando Valley, downtown Los Angeles, and the Gateway Cities to its mouth in Long Beach, where it flows into San Pedro Bay (see Figure CR-2). Both Compton Creek and the Los Angeles River have historical and ecological significance in the region, and ongoing initiatives seek to balance flood control and water management with the restoration of natural habitats and public spaces. The Los Angeles River, paralleling the Long Beach Freeway, traverses the eastern edges of the city's boundary, adjacent to the City of Paramount, within a concrete-lined channel. The Long Beach Freeway creates a barrier to the river from Compton residential neighborhoods. Compton Creek merges with the Los Angeles River just south of the City near Del Amo Boulevard. Located along the river is the Los Angeles River Trail, which offers recreational opportunities for pedestrians, cyclists, and equestrians.

Los Angeles River Master Plan

In 2022, the Los Angeles County Department of Public Works developed the Los Angeles River Master Plan, addressing a broad spectrum of social and environmental aspects related to the Los Angeles River, its watershed, and the communities along its banks. This ambitious plan aims to bring the reimagined river to life over the next two and a half decades, fostering connections among people, culture, water, open space, and wildlife along this iconic waterway. A series of enhancements are proposed for the river segment stretching from Compton to Paramount, including multi-purpose trails, major planned projects, and project sites, both planned and proposed.

Figure CR-2

Watersheds, Creeks, and Rivers



Los Angeles River and Compton Creek Watersheds

The Los Angeles River Watershed is among the largest in Southern California, encompassing 824 square miles, and the river itself extends for 55 miles. It is also one of the most diverse in terms of land use patterns. Approximately 324 square miles of the watershed consist of forests or open spaces, including areas near the headwaters originating in the Santa Monica, Santa Susana, and San Gabriel Mountains. The remaining part is highly developed. Most of Compton falls within the Los Angeles River Watershed, with the exception of a small western section of the City (see Figure CR-5).

Compton Creek serves as a significant sub-watershed within the Los Angeles River Watershed, draining an area of approximately 42.1 square miles in the central-southern region of Los Angeles County. The Compton Creek Watershed begins in the eastern portions of Inglewood and flows toward the confluence point with the Los Angeles River. The upper 5.8 miles of Compton Creek are constrained within a concrete box channel. The lower 2.7 miles have reinforced sides and an earthen bottom and support a mixture of native riparian vegetation and invasive species. This lower stretch also supports a residual avian wetland community, including species such as the red-winged blackbird, great blue heron, green-backed heron, black-crowned night heron, great and snowy egret, killdeer, black-necked stilt, and mallard, in addition to a variety of native and exotic songbirds.



An example of the Los Angeles River restoration



An example of bioswale improvements to clean water quality

Key Challenges

The extensively urbanized nature of the Compton Creek Watershed contributes to the lack of permeable surfaces or surfaces that allow water to pass through them, permeable surfaces which could reduce runoff and promote groundwater recharge. Examples of permeable surfaces include gravel, porous concrete, and certain types of pavers used in landscaping and infrastructure installations to manage stormwater naturally. The lack of permeable surfaces worsens the issue of nonpoint source pollution, which is runoff that collects pollutants from a wide area. This type of runoff is more challenging to control and manage compared to pollution which has a specific and identifiable origin. The Compton Creek Watershed also suffers from illegal trash dumping and encampments of unhoused persons, conditions which pose a risk to water quality for Compton residents, the Los Angeles watershed, and the Pacific Ocean.

Opportunities for improvement include stormwater infiltration projects and bioswales along or near the creek, which could enhance water quality before flows enter Compton Creek and the Los Angeles River. Additionally, opportunities present themselves to "green" Compton Creek by planting trees and native landscaping, integrating open space amenities with neighboring communities. Addressing trash and encampments will require a combination of strategies that addresses each issue. Increasing accessible waste disposal options, such as public trash cans, dumpsters and scheduled bulk trash pick-ups, especially in areas prone to illegal dumping can be paired with increased surveillance and law enforcement presence to deter illegal dumping. Offering outreach and support services to individuals in encampments is key, as is collaboration with nonprofit organizations that focus on environmental protection and homelessness to create holistic solutions that address both issues.



An example of bioswale to clean and filter water and promote groundwater recharge

Urban Greening and Forest

The urban forest consists of trees and vegetation located in parks, streets, gardens, creeks, and within residential neighborhoods and commercial and industrial districts. These urban forests benefit the urban environment by removing carbon from the atmosphere, reducing energy use, improving air quality, moderating stormwater flows, protecting water quality, and providing habitat for wildlife. In addition to the health benefits realized through the protection and promotion of the environment, trees and urban forests also support residents' physical and mental health. Trees are also essential to mitigate the effects of climate change, especially extreme heat events.

Tree Canopy Coverage

Tree canopy coverage refers to the layer of leaves, branches, and stems of trees that provide shade and cover the ground when viewed from above. Tree canopy coverage is important for environmental and community health, as it can help to mitigate hot temperatures, improve air quality, improve water retention and filtration, improve the diversity of flora and fauna, and increase home values. These environmental factors have a direct impact on people's health. Cleaner air can reduce rates of asthma, and cooler temperatures reduce heat-related injuries and illnesses and encourage a more active lifestyle.

In terms of the percent of land with tree canopy (weighted by number of people per acre), Compton ranks at the 29th percentile compared to other California cities, with a 4.5 percent tree canopy percentage (which means that the City's score is higher than only 29% of other cities). In Compton, the tree canopy coverage is highest around some parks and public facilities.



An example of landscaping and tree canopy along bike path

Challenges

Compton's urban forest is unevenly distributed. While many mature trees thrive across the City, they appear inconsistently in residential neighborhoods and along streets. Some parks have abundant mature trees, while others have few. This inconsistency results in a lower tree canopy, worsening the impacts of climate change and heat waves. Mature trees also face challenges like pollution, high temperatures, drought, and limited space for root growth, making them more vulnerable to pests and disease.

Many U.S. cities, including Compton, experience tree inequity, where low-income and non-white neighborhoods have fewer trees than wealthier areas. This disparity often stems from systemic racism, particularly historical practices like redlining. Redlining, a discriminatory housing policy that denied services based on race, left long-lasting effects on neighborhoods. Although outlawed in 1968, these areas, now often home to lower-income and minority residents, continue to have fewer resources for environmental improvements, including urban tree canopies. The result is fewer trees in these neighborhoods, contributing to greater environmental and health challenges.

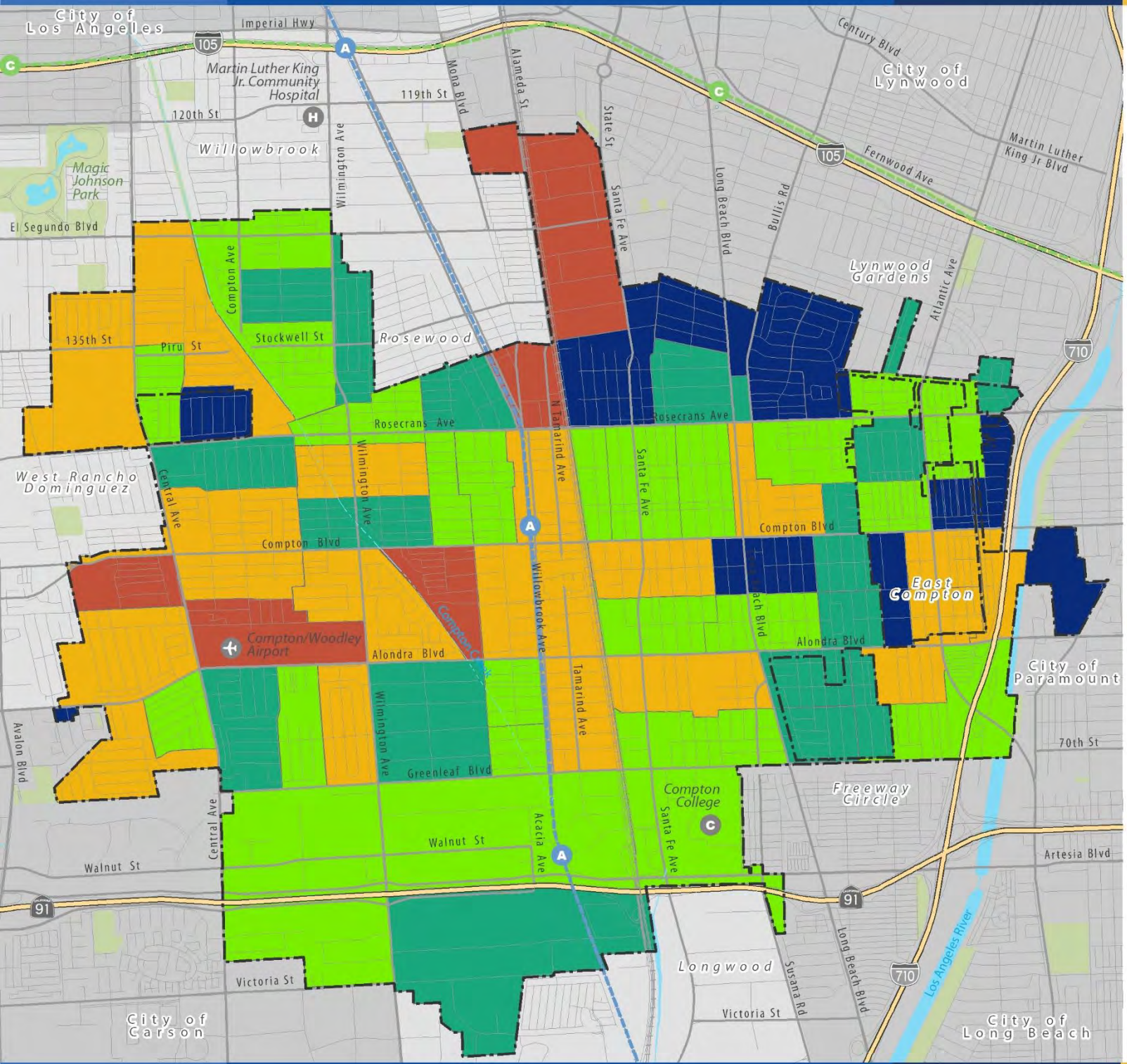
The Tree Equity Score measures how well the benefits of trees are reaching low-income communities, communities of color, and others disproportionately affected by extreme heat and environmental hazards. Scores range from 0 to 100, with lower scores indicating a higher priority for tree planting. A score of 100 means the neighborhood has sufficient tree coverage. Figure CR-3 illustrates the Tree Equity Scores in different neighborhoods. While all areas require more trees, neighborhoods with scores of 60 or below should be a higher priority for tree planting efforts. However, every neighborhood in Compton would benefit from additional tree planting and expansion of tree canopy.

36,300 trees will be needed to get all areas in the City to a score of 75 (moderate tree coverage). Over 125,000 trees need to be planted citywide to score a 100 (sufficient tree coverage) for every area in Compton.



Tree planting to support greater shade canopies along streets and sidewalks

Figure CR-3
Tree Equity Scores



Tree Equity Score

- 53 - 57: Higher Tree Planting Priority
- 58 - 61
- 62 - 65
- 66 - 70
- 71 - 79: Higher Tree Planting Priority

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Tree Equity Score
Map Date: October 2024.

0 ¼ ½ ¾ 1 Mile

Addressing inequitable tree distribution includes prioritizing tree planting and maintenance in underserved neighborhoods, particularly in areas with low tree canopy coverage. Cities can also create incentives for private property owners to plant trees. This General Plan links growth and public benefits through the Community Benefits Program (CBP) that offers developers an avenue to achieve their full development objectives if they contribute to a community benefit program. In exchange for more development potential, developers can provide community resources beyond what is already required by the City. Among the menu of benefits a developer can provide are climate adaptation and trees or shading. By doing so, Compton can improve environmental quality, reduce heat islands, and enhance the overall well-being of all residents.

Resilient Natural Resources

Climate change significantly impacts Compton's natural resources, highlighting the urgent need for resilience strategies to respond to and recover from climate-related hazards. Unlike climate change mitigation, which focuses on reducing greenhouse gas emissions and slowing global warming, adaptation aims to address and lessen the effects of climate change on local environments and communities.

The effects of climate change are not evenly distributed, as existing vulnerabilities and historical inequities amplify the challenges faced by marginalized communities. In Compton, socioeconomic disparities and systemic injustices increase the likelihood that those already burdened will suffer the most from climate impacts.

One pressing concern is the rise of extreme urban heat, which poses serious risks to human health, energy consumption, and infrastructure. Vulnerable populations—particularly those without access to cooling systems like air conditioning—are at increased risk of heat-related illnesses such as heat exhaustion and heat stroke. The urban heat island effect exacerbates this issue, as Compton's extensive asphalt and concrete surfaces, combined with limited tree cover, elevate ground temperatures and contribute to higher pollution levels during hot months.

California Senate Bills 379 (Senate Bill 379) and 1035 (Senate Bill 1035) local jurisdictions to review and update its General Plan Safety Element to address applicable climate adaptation and resiliency strategies and to identify new information relating to flood and fire hazards. The General Plan Safety Element identifies these and other community safety risks and establishes goals, policies, and programs to safeguard residents and businesses.

The General Plan Urban Systems Element includes detailed discussion and policies related to the Compton's infrastructure, including utilities such as water, wastewater, energy, and solid waste services.

To mitigate the urban heat island effect, Compton can implement cost-effective, nature-based solutions, such as expanding green spaces, planting trees, and establishing community gardens. These initiatives can provide vital shade, reduce surface temperatures, and enhance evapotranspiration, thereby cooling the surrounding air.

With the increasing frequency and intensity of heat waves, it is crucial to support vulnerable populations, including low-income residents, seniors,

and children. Compton can enhance community resilience by distributing fans and organizing cooling centers during extreme heat events. Collaborating with non-profit organizations can mobilize resources and raise awareness, enabling Compton to effectively address the impacts of climate change on its natural resources and improve the overall quality of life for its residents.

Natural Resources Conservation and Sustainability

Green spaces and sustainable landscaping are vital in urban areas, as they enhance quality of life and address environmental challenges. They reduce the urban heat island effects by cooling the air and improving air quality by filtering pollutants. Green spaces also provide recreational opportunities that support mental and physical well-being. Sustainable landscaping with native plants and water-efficient practices conserves resources and supports biodiversity.

Water Conservation and Sustainability

In Southern California's dry climate, water conservation is a constant concern. Reducing consumption can reduce the cost of producing and distributing urban water supplies. The City draws its water supply from the local, adjudicated Central Groundwater Basin, with supplementary supplies (as needed) from the Metropolitan Water District. According to the City's *Urban Water Management Plan*, water efficiency measures have resulted in stabilization of water use citywide even with modest growth. In 2022, the City's Water Department received $7.9 million in American Rescue Plan Act funds for water infrastructure upgrades to improve service and reduce leakage. Conservation efforts have resulted in stable and reliable water supplies.

Energy Conservation and Sustainability

Energy conservation helps residents reduce utility bills and improve air quality by lowering greenhouse gas emissions. California leads in clean energy programs, and Compton encourages the use of the California Green Building Code, which mandates water and energy conservation. The City promotes the use of energy-efficient upgrades through residential loans and utility company rebate programs. As trucking fleets electrify, infrastructure for quick vehicle recharging is needed, with potential public-private partnerships for charging stations.

Waste Management and Sustainability

Effective waste management reduces greenhouse gas emissions and protects public health. Recycling, composting, and reducing single-use plastics help minimize waste in landfills. Compton offers a multi-cart residential recycling program and a free bulky item collection service. Commercial businesses also benefit from free recycling services, while the City can further promote waste reduction through education on composting and zero-waste practices.

Urban Agriculture

Unique in a suburban community, Compton has retained a pocket of agricultural zoning that allows large-lot, single-family properties to support limited agricultural activities. The Richland Farms neighborhood has many homesites on which residents grow fruits and vegetables for home-processed foods and horses, goats, and chickens. This neighborhood, along with several small-scale urban farming initiatives, continues to honor Compton's agricultural history.

Urban agriculture in Compton primarily exists on a small scale, with community-driven organizations and private operators supporting local food production. Groups such as the Compton Community Garden, Alma Backyard Farms, and Moonwater Farm provide fresh, healthy food and host community events, educational programs, and wellness activities. Their work promotes ecological sustainability, social cohesion, and opportunities for personal growth through gardening, farming, and food education.

Urban agriculture or urban farming is the practice of cultivating, processing, and distributing food in or around urban areas. Urban agriculture can increase access to healthy foods, improve food security, enhance environmental health, and promote education. By increasing vegetation and tree cover, farms and gardens keep city neighborhoods cooler, minimizing the health impacts of heat island effect. While urban equestrian programs and facilities encourage mental and physical healthy living, education, and youth development.



Moonwater Farm student educational programs

Despite the limited number of gardens, farms, and retail outlets for local produce, there is growing momentum for expanding urban agriculture across the City. This movement extends beyond Richland Farms, with organizations like Planet Health Compton and Community Services Unlimited striving to create healthier, more sustainable communities. As demand for healthier food options increases, the potential for broader urban agriculture initiatives throughout Compton grows.

The local agricultural heritage is also highlighted through the work of groups like the Compton Cowboys and the Compton Jr. Equestrians. These initiatives connect Compton's history with equine culture while engaging the community, particularly youth, in horseback riding, farming, and academic enrichment. Programs at Moonwater Farm and Alma Backyard Farms offer hands-on education in farming and food sustainability, emphasizing the empowerment of under-resourced populations. Connecting Compton, a community-focused organization, aims to build a Multi-Cultural Equestrian Center, further preserving Compton's agricultural and equine traditions. Together, these efforts reflect a dedication to maintaining Compton's agricultural legacy while fostering a healthier, more connected community.



Compton Cowboys

Air Quality and Reducing Greenhouse Gases

The City of Compton faces unique challenges in addressing air quality and transportation-related emissions due to its dense urban environment, high vehicle usage, and proximity to freeways and industrial areas. Historically, transportation has been one of the largest contributors to air pollution in the region, as many residents rely on personal vehicles for commuting. Promoting alternative transportation modes such as walking, biking, public transit, and ridesharing is crucial for reducing vehicle miles traveled and alleviating traffic congestion. These efforts improve overall air quality and align with State and regional goals for cleaner air. Encouraging safe and accessible infrastructure for non-motorized transportation empowers residents to choose healthier, low-emission travel options.

To support the transition to cleaner transportation, expanding electric vehicle (EV) infrastructure and offering incentives for EV adoption are key strategies. Given Compton's commitment to reducing greenhouse gas emissions, the development of robust EV infrastructure will enable residents and businesses to transition to zero-emission vehicles, reducing the City's carbon footprint. This effort aligns with broader state initiatives such as California's push for 100 percent zero-emission vehicle sales by 2035. Establishing more EV charging stations across commercial, residential, and public spaces will make EV ownership more accessible and promote cleaner transportation solutions citywide.

As Compton grows, sustainable urban planning becomes essential to mitigate the impacts of urban sprawl. Encouraging compact, mixed-use development patterns and transit-oriented development (TOD) can reduce dependency on personal vehicles and promote walkability. Concentrating development around public transit hubs and promoting higher-density, multi-functional land use not only cuts emissions but also enhances local economies and creates vibrant, livable communities where residents have easier access to jobs, services, and amenities without the need for long commutes.

Addressing air quality issues requires constant monitoring and data-driven decision-making. Establishing a network to track ambient air pollutant levels, identify environmental justice disparities, and address areas of concern will allow Compton to better understand pollution sources and trends. This is particularly important in vulnerable neighborhoods that have historically experienced the highest exposure to pollutants. Accurate data helps inform targeted interventions to reduce exposure and protect public health.

Alongside this, providing real-time air quality data and public health advisories to the public is essential. By making air quality information readily available, the city can raise awareness about pollution levels and enable residents to make informed decisions about outdoor activities, particularly on days with poor air quality. This transparency fosters community trust and helps protect residents from health risks associated with high pollution levels.

Community participation is vital in the fight against air pollution. Engaging residents, community organizations, and stakeholders in air quality improvement efforts through outreach and educational initiatives empowers the community to play an active role in local environmental justice efforts. This approach ensures that air quality policies and programs reflect the needs and concerns of those most affected. By fostering dialogue and participation, Compton can strengthen its community-driven approach to cleaner air.

To further empower the community, providing tools and support for community-led air quality monitoring initiatives, citizen science projects, and advocacy campaigns is essential. These programs offer residents the opportunity to gather data, advocate for policy changes, and directly engage in solutions that address local air quality concerns. Such initiatives

not only enhance public knowledge but also ensure that community voices are heard in decision-making processes.

Recognizing that air quality improvement requires a collaborative approach, partnerships with regional air quality management agencies, non-profits, governmental bodies, and academic institutions are crucial. By coordinating efforts and sharing resources, the city can leverage expertise and technical assistance to create more effective strategies for reducing pollution. Partnerships can also amplify the city's capacity to address larger air quality challenges and achieve long-term environmental sustainability.

Compton's commitment to participating in regional air quality planning processes is a critical element in addressing air pollution. Air pollution does not stop at city boundaries, and Compton's involvement in regional advocacy and cross-jurisdictional collaborations is essential to tackling cross-border pollution issues. By engaging in regional air quality management strategies, Compton can contribute to broader efforts to improve air quality throughout Southern California, benefiting not only its own residents but also the wider region.

Community Facilities and Services

Community Centers

Community services and facilities to meet social, cultural, educational, recreational, and civic needs contribute significantly to quality community life. Traditional public facilities such as libraries, schools, and recreation centers have long been recognized as meeting many of those needs. Some neighborhoods are also served by private non-profit community centers available to the general public that provide services at no cost or low to moderate fees.

In addition to parks, Compton boasts several community centers, each serving various purposes. The City-owned Douglas F. Dollarhide Community Center is located in central Compton and serves as a versatile facility offering educational, cultural, social, and recreational programs, some of which are tailored to senior citizens. The community center at Walter R. Tucker Sr. Park in western Compton provides recreational programs suitable for all ages, while the Lueders Park Community Center in northeast Compton offers recreational programming, including dance classes.

Additionally, the Center for Sustainable Communities, operated by the Neighborhood Housing Services of Los Angeles County in northwest Compton offers programs and services such as farmers' markets and financial fitness workshops. The East Rancho Dominguez Community Center, also operated by Los Angeles County and located in unincorporated East Compton, hosts after-school programs, concerts, day camps, computer classes, tennis lessons, and food drives.

With a high-need population, community services provisions in Compton are deficient and often inaccessible to the communities they ought to serve. Three key needs are services and spaces for youths, seniors, and for community health.



Compton College Library

Community Services

Youth Services

In 2020, residents 5 to 19 years of age made up almost a quarter of the City's population. Public outreach, including a focus group for education and youth advocacy organizations, identified a broad range of community needs and challenges in Compton:

- Lack of safe community spaces and recreational programs for teens
- The need for youth mentorship programs and preparation for college and employment
- The need for employment opportunities and training resources
- Services and spaces tailored to transitional-aged youth and former foster youth such as housing, employment, and food access

A key need for young residents is a neutral environment outside of home and school that serves as a refuge from the pressures of academic and family life, and provides the opportunity for personal growth in a safe and welcoming atmosphere. These spaces are referred to as "third spaces" and are social environments that exist outside of the home (the first space) and the workplace or school (the second space). They serve as informal public gathering places where people can interact, build community, and engage in activities that promote social connections. Examples of third spaces include parks, libraries, community centers, and other public or semi-public spaces where people can relax and socialize.

Senior Services

Senior centers and services provide older adults with access to essential resources, social activities, and support systems that enhance their quality of life. They also can offer programs that assist with seniors' daily living needs, connecting older adults to healthcare, transportation, and other essential services, enabling them to maintain their independence and dignity as they age. The City serves many seniors through its home delivered meals and congregate meal programs. Seniors can also access services at the Dollarhide Recreational Center and the East Rancho Dominguez Community Center (County of Los Angeles).

While only about 10 percent of Compton residents are senior (65 years of age or older), more than one-quarter of all households have one or more senior members (2020 Census data). Key considerations for seniors are higher instances of disabilities which create increasingly difficulties to go outside or take care of personal needs. About 10 residents of all Compton residents experienced a disability in 2020, but that percentage jumped to over 40 percent for seniors.

Seniors also tend to have lower incomes due to fixed retirement funds, which makes them more susceptible to increasing housing, health care, and food costs. These factors point to a need for senior resources that can provide social and recreation activities, food and health care services, transportation assistance, and in-home support.

Family Services

Expanding family programs in Compton can create stronger community connections and support the well-being of residents across all age groups. By offering more family-friendly events, workshops, and recreational activities, the City can provide spaces for families to bond, learn, and engage in healthy, positive experiences together. Programs like family fitness classes, arts and crafts, educational seminars, and outdoor adventures can strengthen family units, promote child development, and encourage community involvement. Enhancing family programming will help create a supportive environment where families can thrive and build lasting relationships.

City Events and Activities

Expanding City-sponsored and cultural events in Compton will strengthen community ties and celebrate the diverse heritage. By offering more festivals, concerts, art exhibitions, and cultural programs, the City can create opportunities for residents to come together, share experiences, and showcase local talent. These events can promote civic pride, encourage economic activity through local vendors and businesses, and provide spaces for intergenerational and cross-cultural connections. Investing in a wider range of events will contribute to Compton's vibrant cultural identity and sense of belonging.



Compton Mexican Independence Day Parade

Lifelong Learning Facilities

Lifelong learning is an ongoing, voluntary, and self-motivated pursuit of knowledge, primarily for personal enjoyment and satisfaction. The term recognizes that learning is not confined to formal education and job training but takes place throughout life and in a range of situations.

Public Schools

Public schools are a cornerstone of community life, providing education, meals, healthcare, and a safe environment for children. They often offer additional support services such as counseling, after-school programs, and community activities.

The Compton Unified School District serves as the primary school system in Compton. A portion of the City is served by the Lynwood Unified School District, in the northern area along Long Beach Boulevard. The Compton Unified School District serves Compton, portions of Paramount, portions of Carson, and the unincorporated neighborhoods of West Compton and East Compton in Los Angeles County. Within the Compton Unified School District are 25 elementary schools, four high schools, eight middle schools, and three K-12 schools. Additionally, the district operates one adult education center, one alternative school of choice, one continuation high school, and one special education school. Figure CR-4 identifies public educational and library facilities in the City.

In May of 2022, Compton High School broke ground on a new campus, and opened in 2025. This campus will provide classroom spaces for 2,500 students, offering programs in construction, manufacturing, graphic arts, communications, robotics, and culinary arts. It will also feature a new football/soccer stadium and an outdoor swimming pool.

Public School Quality

Compton Unified School District (CUSD), with an enrollment of 16,738 students, has the highest percentage of socioeconomically disadvantaged students (94.7%) among the districts compared but also boasts the highest graduation rate (92.9%). In contrast, Long Beach Unified (61.3% disadvantaged) and Los Angeles Unified (84.6% disadvantaged) have lower graduation rates at 83.3% and 86.7%, respectively, despite their larger enrollments. Compton reports academic gaps of 19.5 points below standard in English Language Arts and 46.9 points below standard in Mathematics (see Table CR-2).

Table CR-2: School District Comparison, 2024

District Performance Standards Overview	CUSD	LBUSD	LAUSD	State Avg.
Enrollment	16,738	63,966	381,116	5.8M[2]
Socioeconomically Disadvantaged	94.7%	61.3%	84.6%	62.7%
English Language Arts Scores[1]	-19.5 Below	-5.3 Below	-28.2 Below	-13.2 Below
Mathematics Scores[1]	-46.9 Below	-43.0 Below	-60.4 Below	-47.6 Below
Graduation Rates	92.9%	83.3%	86.7%	86.7%

Source: California School Dashboard, California Department of Education, 2024.
Note: 1). Standard is a zero score. Scores are identified Above or Below standard.
2). 5.8M =5,837,690; M=Million

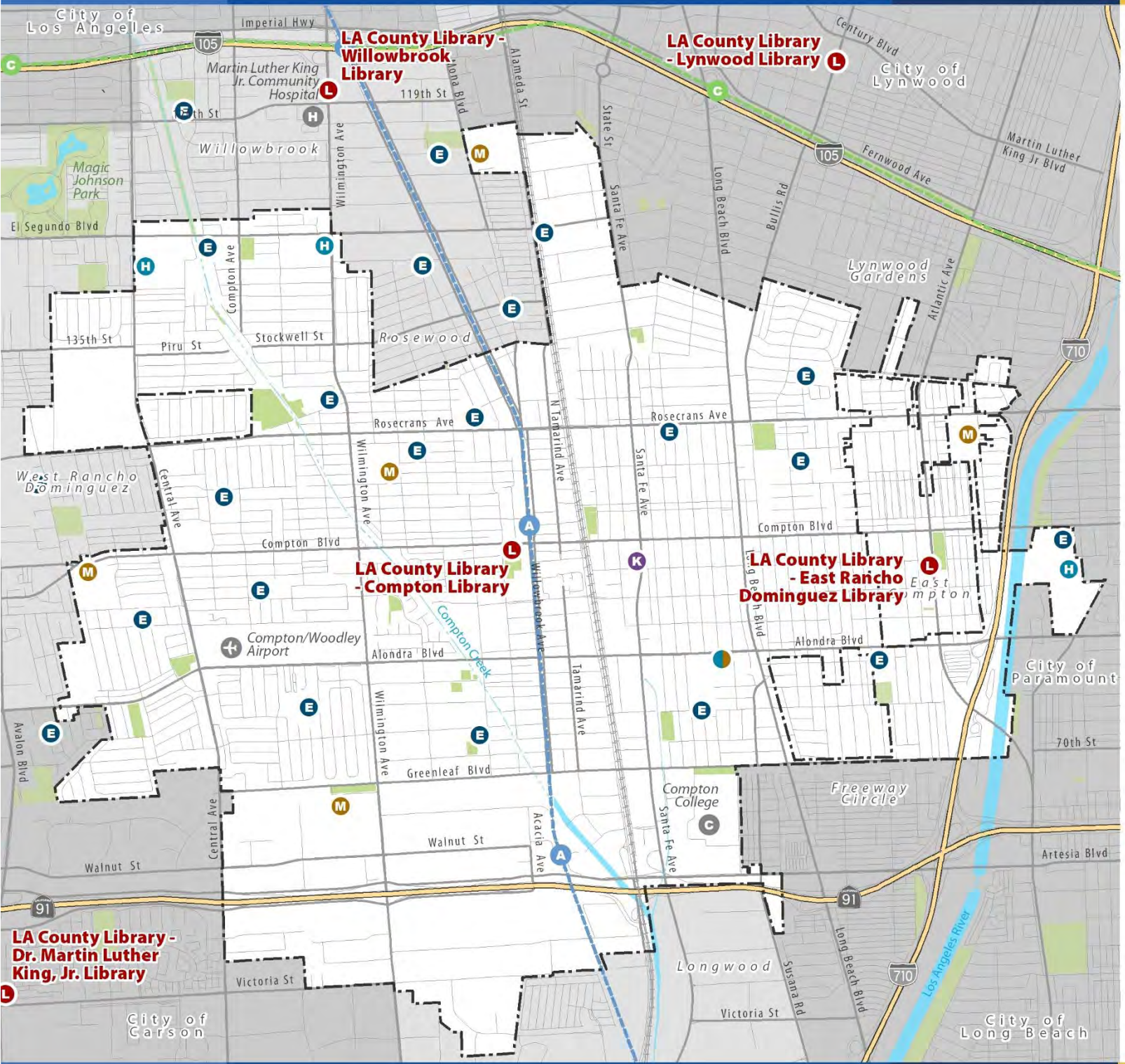


Figure CR-4
Schools and Public Libraries

Public Schools and Libraries

- Elementary Schools
- Kindergarden to 12th Grade
- Middle Schools
- High / Middle School
- High Schools
- Public Libraries

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: California Department of Education, 2021.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

In addition to academic performance, schools in Compton need maintenance and improvements to better serve the community. School quality is a key priority; however, the City does not have jurisdiction to make decisions about school facilities. Addressing shared challenges such as improving student outcomes, enhancing public safety, and providing access to recreational and cultural facilities will require a collaborative relationship with education providers.

Compton College

Compton College, part of the Compton Community College District, was established in 1927 as a component of the Compton Union High School District. In 1950, voters approved a bond issue that separated the college from the high school district, leading to the construction of the new college campus on its current site. Classes commenced on the new campus in the fall of 1956.

The Compton Community College District covers an area of about 29 square miles. As of 2018, Compton College enrolled approximately 18,000 students, employed 290 full and part-time faculty members, and offered over 40 specialty degree programs and over 40 certificate programs.

The City can collaborate with Compton College to create educational partnerships that benefit the entire community. By working together, they can offer joint programs such as career training, workshops, and continuing education classes tailored to local needs. These partnerships could provide residents with access to vocational training, certifications, and resources that help them gain valuable skills for the job market. Additionally, youth programs and internships could be established to foster academic growth and career exploration. This collaboration would strengthen educational opportunities in Compton and help bridge the gap between education and employment for residents.

Libraries

Compton residents have nearby access to two public libraries operated by the County of Los Angeles Library system. Compton Library is located at the Compton Civic Center, and the East Rancho Dominguez Library is in unincorporated East Compton. Libraries are invaluable institutions that contribute to education, personal development, cultural enrichment, and community cohesion. They cultivate a love for learning, support intellectual growth, and provide a space for individuals to explore, connect, and engage with the world around them.

Compton can collaborate with the Los Angeles County Public Library system to expand and improve its public library, transforming it into a dynamic community hub for learning. This revitalized space would provide not only books but also access to computers, multimedia resources, STEM activities, and more. By enhancing its offerings, the library can become a vital resource for residents of all ages, fostering education, digital literacy, and community engagement.

Arts, Advocacy, and Healthy Communities

Compton's urban culture is distinguished by its diversity, liveliness, and resilience, along with a steadfast commitment to advancing social justice and constructing a more robust and fair community for all residents. The City's culture has evolved in tandem with the many demographic shifts over the last century. While Compton's population was largely White through the 1950s, middle-class Black Americans began to diversify the local populace as racially restrictive housing covenants were outlawed. Since the late 1990s, Compton's Latino population has been growing, and as of 2020, the U.S. Census reported they make up 70 percent of residents.

Arts and Music Scene

Renowned for its art and music scene, Compton embraces visual arts, community murals, and grassroots initiatives that celebrate local talent and creativity that draw from the Black and Latino communities. Many influential artists and musicians grew up in the City or have moved here, drawn to the cultural scene. Artistic expressions in the form of graffiti art and street dance reflect the vibrant cultural identity and creative energy. Public art projects, community events, and cultural festivals respond to this energy, providing opportunities to highlight the City 's artistic heritage and provide platforms for emerging artists to showcase their work.

Compton is most widely known for the development and popularization of West Coast hip-hop. Influential artists and groups who have shaped the genre's sound and culture include N.W.A., Dr. Dre, and Kendrick Lamar. The use their music and local experiences to address social issues, depict urban life, and influence global trends in hip-hop. Compton's artists have contributed to the evolution of rap music, emphasizing storytelling, political commentary, and the celebration of West Coast identity, cementing the City's lasting impact on the urban music landscape.

Compton's small equestrian culture has been gaining attention, offering unique opportunity for locals to participate activities typically not available in an urban environment. Horse riding equestrianism has grown beyond a hobby and sport to be a social unifier. Groups like the Compton Cowboys and Connecting Compton are rooted in the mission of youth engagement, education, social belonging, and community pride.

Compton has a growing and vibrant art scene that encompasses various artistic disciplines and forms of expression. The City hosts many annual events and celebrations that honor its diverse cultures and traditions. The Compton Hispanic Heritage Festival acknowledges the Latino community, while the Juneteenth Festival marks the end of slavery in the United States and celebrates the richness of Black history and culture.

The Compton Conservatory of Music serves as a supplemental program for the local school music programs and has adopted a philosophy of inclusion to allow all students with a variety of abilities and/or disabilities to become successful participants in an instrumental music program.

Founded in 2023, the Compton Art & History Museum is a community-based arts organization offering programs in photography, painting, printmaking, film, and music. The museum showcases local art and highlights items like archives from California State University Los Angeles, murals and paintings, and other local art that depict local life and provides creative spaces to the community.

The Compton Arts Project provides resources and advocacy in Compton and curates cultural events, exhibits, workshops, and other programming. The Compton Arts Project continues to work with Compton stakeholders to develop a Cultural Arts District to celebrate art, artists, and culture and to energize the creative and tourism economy.

Color Compton acts as a parent organization to the Compton Art & History Museum and works with youth to build community among people of color while exploring identity and art. Through its programs, students are introduced to concepts and historical records and guided to use art as a form of communication and a tool for critical thinking and local activism.



Compton Mural Project organized by Unearth & Empower Communities organization



Community arts programs

Healthy Communities

Community health is defined as the collective level of overall health for a group of people who live, work, or play together. A community can be defined by geography (citywide or neighborhood) and/or by members of a similar cultural or social group. In healthy communities, everyone has access to the ingredients for a healthy life: nourishing food, safe water, affordable places to live, clean air indoors and out, and safe places to walk, bike, and be active.

Compton faces challenges to achieving "healthy community" status per many public health standards. Since the 1970s, residents have struggled with limited access to quality healthcare and high rates of chronic diseases, and have experienced environmental pollution and food deserts, where access to fresh, nutritious food is scarce. Social determinants of health—poverty, crime, and educational inequities—also contribute to poorer health outcomes for many residents. However, the community has exceptional resilience and is moving forward efforts to improve health conditions. Local organizations, activists, and government initiatives have been working to address these challenges by improving access to healthcare, promoting healthier lifestyles, and advocating for environmental justice. While progress is being made, work remains to ensure all residents can live in a healthy, safe, and supportive environment.

Community Health Snapshot

- **Disadvantaged Communities:** CalEnviroScreen aggregates eight health and socioeconomic indicators to identify communities more at risk of being affected negatively by environmental pollution due to health and vulnerability factors to be. Overall, Compton scores high (high representing adverse conditions) in population vulnerability.
- **Healthy Places Index:** The California Healthy Places Index maps data tells stories about healthy living, such as education, job opportunities, clean air and water, and other indicators that are positively associated with life expectancy at birth. A significant portion of Compton is in the bottom percentile for healthy community conditions scoring. Percentiles are compared across the entire state, thus indicating that most areas of Compton have poorer health conditions than found throughout California.
- **Healthy food:** Healthy food access is a significant determinant of public health. Food security means having access to healthy and nutritious food. Compton has a variety of food stores, including large supermarkets, but overall, the distribution of markets is relatively dispersed, and some neighborhoods lack convenience access or are only served by small food stores that may not have sufficient stock variety for regular shopping. Food deserts are areas where people have limited access to a variety of healthful foods. This may be due to having a limited income or living far away from sources of healthful and affordable food.

  A significant portion of Compton's population is both low income and live farther than one-half mile to a supermarket. Figure CR-5 shows where residents live more than one-half mile from the nearest supermarket and areas that have lower incomes and no vehicle access.
- **Park Access:** Access to parks and green spaces plays a critical role in promoting physical, mental, and social health. Access means living within easy walking or biking distance and feeling safe using a park. Figure CR-1 shows the neighborhoods in Compton located more than a 10-minute walk away from a park. When a neighborhood lies beyond a 10-minute walk from a park, residents do not have equal opportunity to engage in physical activity and community interactions.

- **Liquor Stores, Dispensaries, and Smoke Shops:** While not harmful in isolation, clusters of businesses such as liquor stores, tobacco/smoke shops, and marijuana dispensaries, particularly in lower-income neighborhoods, can make it easy for residents to make unhealthy lifestyle choices. Also, their presence might discourage more desirable businesses from locating near neighborhoods needing better access to healthy food and daily necessities. As of 2023, 62 off-premises consumption alcohol retail stores (e.g., liquor, convenience stores) and 33 smoke shops/marijuana dispensaries operated in Compton (see Figure CR-6). In addition to these businesses, many convenience stores, discount stores, and variety stores selling highly processed shelf-stable foods, high-sugar-content drinks, cigarettes, and beer further contribute to higher levels of diet-related diseases.

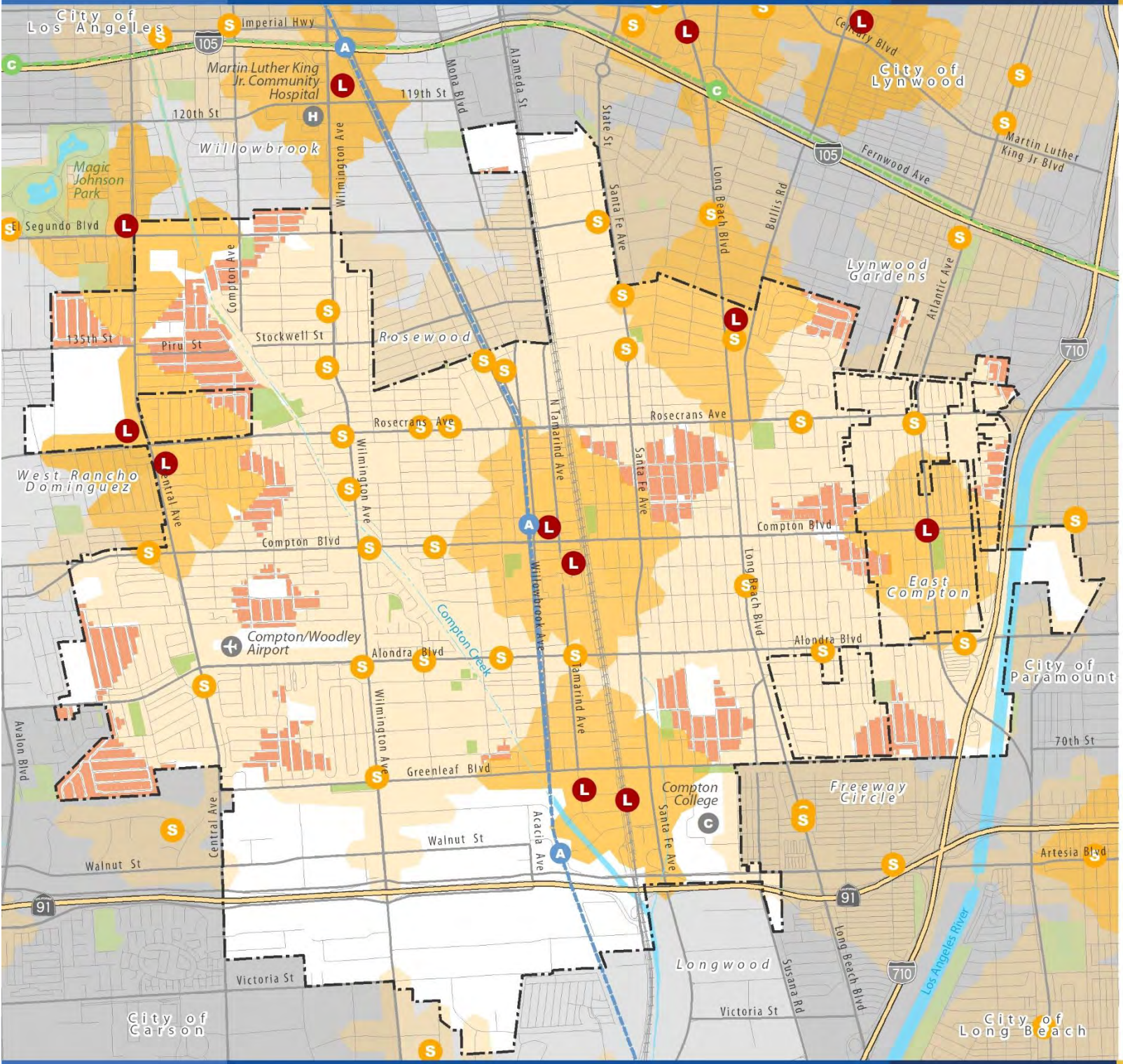


Figure CR-5
10-Minute Walk to Grocery Store

Larger Grocery Stores and Smaller Neighborhood Markets

- Larger Stores (Greater than 15,000 sf)
- Smaller Stores (Less than 15,000 sf)

Grocery Store/Neighborhood Market Half-Mile Access

- Larger Stores: Half-Mile Access
- Neighborhood Market: Half-Mile Access
- Residential Area Further than a 10-min. Walk to a Grocery Store

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Esri Community Analyst Marketing Data, 2022.

Map Date: June 2023

0 ¼ ½ ¾ 1 Mile

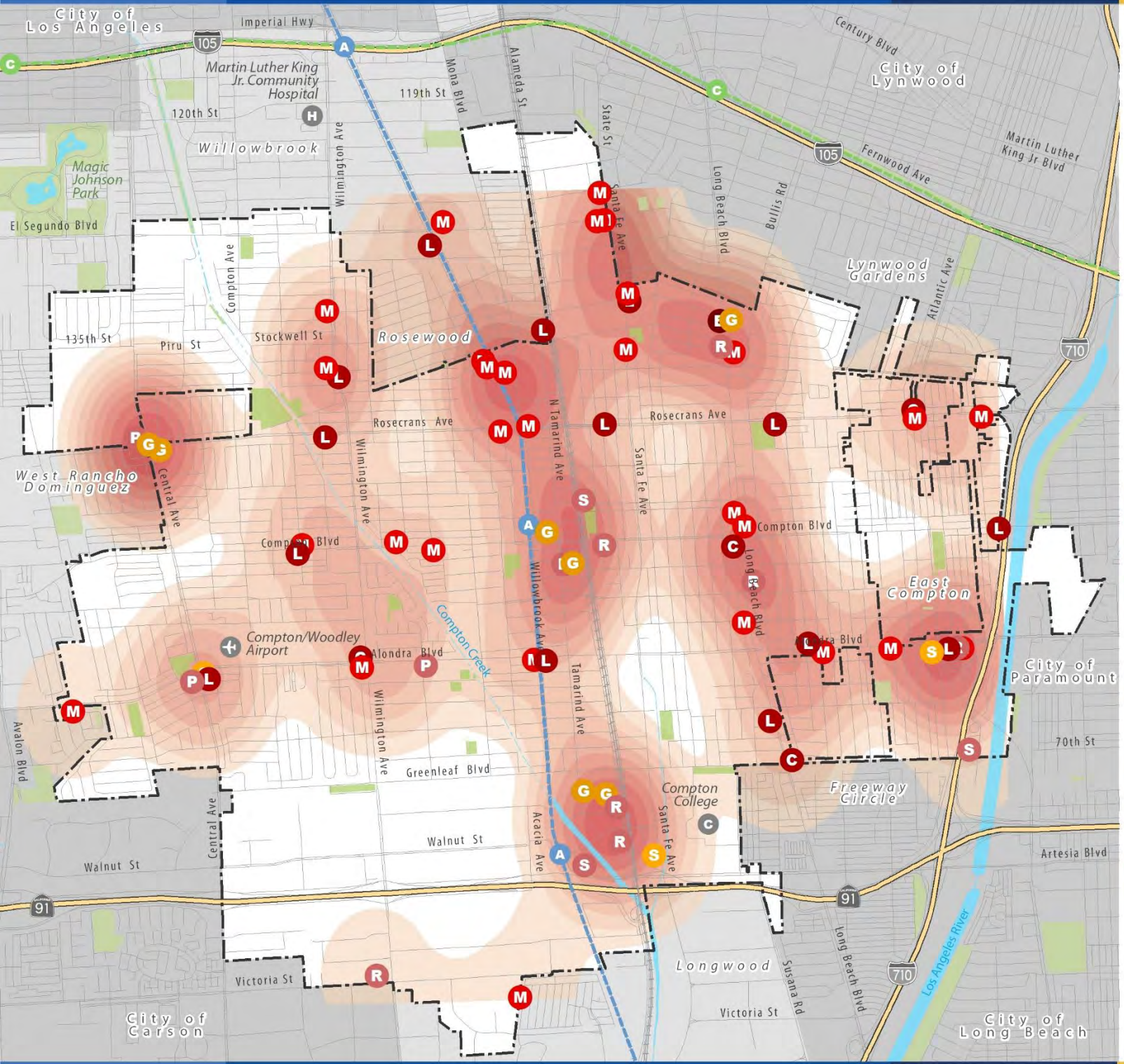


Figure CR-6
Liquor License Locations

Active Liquor License Sales Location

- Bar
- Liquor Store
- Convenience Store
- Small Market
- Grocery Store
- Gas Station
- Pharmacy Store
- Restaurant
- Special License

Liquor Licenses Concentration

- Lower Number of Liquor Licenses
- Higher Number of Liquor Licenses

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Department of Alcoholic Beverage Control, 2023.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Community Activism and Advocacy

Compton has a tradition of community activism and engagement, particularly in areas such as police reform, environmental justice, and access to quality education and healthcare. Local organizations like the Compton Community Coalition and the Compton Empowered Collaborative are at the forefront of these efforts, working to promote social justice and equity. However, many service providers and community groups often operate independently, missing opportunities for collaboration that could enhance their impact. A unified partnership between these organizations, the City of Compton, and government entities such as the school district could unlock valuable resources, funding, and expertise, helping address key issues more effectively.

Feedback from various community organizations highlights a wide range of pressing needs in Compton, with a focus on education, housing, safety, and support programs for diverse populations. During the General Plan update program, focus group participants expressed a strong desire for a more inclusive and engaged city that respects all constituents and preserves its inclusive history. Key priorities include maintaining a thriving education system, providing platforms for residents to share ideas and take accountability, and actively engaging with the youth to better understand their needs. Addressing these priorities requires a centralized and collaborative effort, driven by robust participation and communication from both the City and local organizations.

Community organizations in Compton play a vital role in addressing local needs and fostering personal and community development. The intersection of arts, culture, volunteerism, and activism is a unique strength in Compton's civic life. Organizations like the Compton Advocates Coalition empower residents by connecting them to resources, fostering unity, and encouraging solutions to deeply rooted issues. Meanwhile, the Compton Initiative contributes to restoration through projects such as painting homes, schools, and churches, as well as organizing neighborhood clean-ups in partnership with volunteers and other groups. Additionally, *Vecinos Unidos por Compton* focuses on keeping residents informed about available programs and resources, with a special emphasis on reaching non-English speaking communities.

Together, these organizations exemplify the spirit of community engagement and activism in Compton, but greater collaboration and coordination are essential to magnify their impact and address the wide-ranging needs.



Arts, Advocacy, Healthy Communities Improvement Strategies

Fostering Cultural Preservation and Community Activism Through Partnerships

To protect Compton's rich cultural history while promoting economic growth, community engagement, and cultural exchange, the City must develop a focused strategy that provides financial and organizational support. Central to this effort is building long-term partnerships with community-based organizations that have deep connections within ethnic and cultural communities, offering unique insights into local challenges. Strengthening collaboration with advocacy groups such as the Compton Advocates Coalition and *Vecinos Unidos por Compton* will empower non-English speaking residents, foster unity, and encourage resident-led solutions, ensuring all community members feel supported and engaged.

Encouraging collaboration between local organizations, such as the Compton Community Coalition, and government entities is essential for addressing critical issues like funding shortfalls, infrastructure degradation, environmental justice, and access to education. Establishing platforms for these organizations to share resources, expertise, and funding opportunities will enable a more coordinated and impactful response to the City's challenges.

Additionally, expanding the efforts of initiatives like The Compton Initiative by organizing more frequent neighborhood clean-ups, painting projects, and beautification activities will enhance community activism. Increasing volunteer participation will foster civic pride and create a more vibrant, welcoming environment in Compton.

Addressing Gentrification

A key factor for success is acknowledging the City's changing demographic makeup and ensuring the Compton community reaps the benefits of cultural asset preservation, with no one excluded from the process or outcomes. Because many people perceive connections between urban economic development, culture shift, and gentrification, issues such as housing prices and housing affordability become key factors in a successful strategy in preserving culture.

Expand Art Programs and Community Spaces

The City can create partnerships to leverage the successes of the Compton Conservatory of Music, Compton Art & History Museum, and Color Compton to expand art programs that serve diverse groups, including individuals with disabilities. Initiatives like the Cultural Arts District provide more opportunities for residents to engage in artistic expression and cultural celebration.

Support Urban Agriculture and Sustainability

Where lot sizes are large enough, the City might encourage urban agriculture programs beyond Richland Farms by offering technical and financial support to small-scale urban farms like Compton Community Garden and Alma Backyard Farms. Targeted interventions like community gardens and food education promote healthier living.

Enhance Food Access and Security:

Improved access to healthy and nutritious food can be achieved by promoting new grocery stores and farmers' markets in underserved neighborhoods. Initiatives could include incentives for local businesses to provide fresh produce and healthy options, as well as partnerships with food distribution organizations to establish community-supported agriculture programs. Additionally, mobile markets can be deployed in

food deserts to ensure that residents have convenient access to healthy food options.

Support Health-Promoting Businesses

Zoning regulations can be employed to limit the proliferation of liquor stores, tobacco shops, and marijuana dispensaries in low-income neighborhoods. Together with zoning, economic incentives, community benefit programs, and support for local entrepreneurs focused on health and wellness can encourage the establishment of health-positive businesses such as grocery stores, community centers, and fitness facilities.

Promote Health Education and Resources

Educational programs that raise awareness about healthy living, nutrition, and exercise within the community can be structured for residents at all life stages through collaborations with schools and health organizations. City-sponsored workshops can sponsor cooking classes and fitness programs that empower residents to make healthier lifestyle choices. This education can help combat diet-related diseases and improve overall community health.

Leverage Community Partnerships for Holistic Solutions

By fostering collaboration among local organizations, healthcare providers, and outside government agencies, the City can begin to address the underlying causes of health disparities in Compton. A network of shared resources and information will allow these partnerships to develop comprehensive strategies that encompass food security, health education, and environmental improvements. Engaging residents in the planning and decision-making processes ensures that solutions are tailored to the unique needs of the community.

Community Services, Open Space, and Natural Resources Goals and Policies

The Community Services, Open Space, and Natural Resources Element focuses on enhancing the quality of life in Compton by fostering a strong sense of community, ensuring equitable access to essential services, and preserving cultural and historical resources. This element aims to promote inclusive cultural engagement, support the provision of high-quality public services, and safeguard the city's rich cultural heritage. Through thoughtful planning and collaboration, Compton can strengthen community bonds, improve service delivery, and create a vibrant, resilient environment where residents can thrive.

Parks and Recreation Facilities

GOAL CR-5: ENSURE THE PRESERVATION, ENHANCEMENT, AND MAINTENANCE OF ALL PARKS

Policy CR-1.1: **Parks and Open Space Preservation.** Preserve, expand, and enhance parks, green spaces, and recreational facilities to provide residents with safe and inviting spaces for outdoor recreation, leisure activities, and community gatherings.

Policy CR-1.2: **Improve Established Parks.** Prioritize development, maintenance, and improvements, including playground upgrades, sports field renovations, trail enhancements, and landscaping projects.

Policy CR-1.3: **Parks Maintenance and Upkeep.** Ensure the regular maintenance, cleanliness, and safety of parks and open spaces throughout the City, preserving their aesthetic appeal and functionality for residents to enjoy.

Policy CR-1.4: **Improve and Enhancement of Parks.** Improve and enhance existing parks and open spaces, addressing infrastructure needs, upgrading amenities, and incorporating green infrastructure to enhance sustainability and resilience.

Policy CR-1.5: **Park Condition Assessment.** Conduct park condition assessments to identify areas for improvement, replacement of amenities and facilities, and prioritize capital improvement projects based and technical analysis.

Policy CR-1.6: **Mobile Recreation.** Implement temporary pop-up parks or mobile recreation programs on City facilities to address park needs in underserved neighborhoods.

Policy CR-1.7: **Sufficient Resources.** Ensure sufficient maintenance staffing and resources to take care of park assets and landscaping, plus address needs for routine and preventative maintenance, facility repair and replacement, and the stewardship of natural resources.

Policy CR-1.8: **Playground Replacement.** Ensure the safety and accessibility of playgrounds in parks, adhering to established government safety standards, and guidelines to minimize hazards and promote safe play experiences for children.

Policy CR-1.9: **Parkland Ratio.** Increase the parkland acreage to population ratio to three acres per 1,000 population.

Policy CR-1.10: **Park Investments.** Prioritize the creation of new parks in underserved areas, especially neighborhoods outside a 10-minute walk to a park, to provide more convenient access to parks and recreational opportunities.

Policy CR-1.11: **Funding Sources.** Explore new and innovative funding sources and land acquisition mechanisms—in addition to traditional funding options—to expand park and recreation options.

Policy CR-1.12: **New Park Feasibility.** Ensure that new parks and enhancements to existing parks are supported by capital and operations funding to support development and ongoing maintenance and asset management.

Policy CR-1.13: **Youth Recreation and Sports.** Promote physical fitness, teamwork, and positive youth development through recreational activities, sports leagues, and fitness programs that provide opportunities for youth to engage in healthy and active lifestyles.

Conservation of Natural Resources

GOAL CR-2: ESTABLISH ENERGY CONSERVATION AND EFFICIENCY STANDARDS THAT PROMOTE SUSTAINABLE PRACTICES AND REDUCE ENERGY CONSUMPTION

Policy CR-2.1: **Building Energy Efficiency Standards**. Require new construction and major renovations to comply with energy efficiency standards established by the California Energy Commission (Title 24), incorporating measures such as high-efficiency HVAC systems, insulation, and lighting to reduce energy consumption and greenhouse gas emissions.

Policy CR-2.2: **Energy-Efficient Lighting.** Encourage the use of energy-efficient lighting technologies, such as LED fixtures, in public facilities, streetlights, and outdoor spaces to reduce electricity consumption, improve visibility, and enhance safety.

Policy CR-2.3: **Renewable Energy Integration.** Support the development and integration solar photovoltaic systems, on public buildings, facilities, and vacant land to generate clean, renewable energy and reduce dependence on fossil fuels.

Policy CR-2.4: **Energy Conservation Education and Outreach.** Implement educational programs and outreach campaigns to raise awareness about energy conservation practices, energy-saving technologies, and available incentives for

residents, businesses, and community organizations.

Policy CR-2.5: **Municipal Energy Management.** Implement energy management practices and policies within municipal operations to optimize energy use, reduce utility costs, and demonstrate leadership in sustainability efforts.

Policy CR-2.6: **Collaboration and Partnerships.** Collaborate with utilities, government agencies, non-profit organizations, and community stakeholders to leverage resources, share best practices, and implement energy conservation initiatives effectively.

GOAL CR-3: PROMOTE EFFICIENT WATER USE, REDUCING WATER CONSUMPTION FOR ALL LAND USES

Policy CR-3.1: **Residential Water Conservation.** Implement public education campaigns and outreach programs to raise awareness about water conservation practices, including efficient irrigation techniques, water-saving fixtures, and indoor water use reduction strategies.

Policy CR-3.2: **Water Conservation Incentives.** Provide incentives and rebates for residents to invest in water-efficient appliances, such as low-flow toilets, water-saving washing machines, smart irrigation controllers, and drought tolerant landscaping to reduce household water consumption.

Policy CR-3.3 **Commercial and Industrial Water Efficiency.** Recommend commercial and industrial facilities to implement water efficiency measures, such as leak detection and repair, water recycling and gray water reuse systems, and landscaping practices that minimize water usage.

Policy CR-3.4: **Municipal Water Conservation.** Implement water conservation measures within municipal operations, including optimizing irrigation practices in parks and public spaces, retrofitting municipal facilities with water-saving fixtures, gray water systems, and prioritizing water-efficient landscaping in city-owned properties.

Policy CR-32.5: **Water Infrastructure Improvements.** Invest in water infrastructure improvements, such as pipe replacement and rehabilitation, to minimize water loss and improve the overall efficiency and reliability of the water supply system.

GOAL CR-4: PROMOTING RESOURCE CONSERVATION BY IMPLEMENTING SUSTAINABLE WASTE MANAGEMENT PRACTICES TO INCREASE RECYCLING AND WASTE REDUCTION

Policy CR-4.1: **Recycling.** Recommend to property owners, businesses, and multifamily housing complexes to provide recycling bins or containers and facilitate the collection and recycling of recyclable materials in accordance with local regulations.

Policy CR-4.2: **Commercial and Industrial Recycling.** Recommend to commercial and institutional facilities to implement recycling programs and provide adequate recycling infrastructure, such

as recycling bins, containers, and signage, to facilitate recycling compliance and participation.

Policy CR-4.3: **Construction Waste.** Promote construction waste reduction and recycling practices to divert construction and demolition debris from landfills and maximize the reuse and recycling of materials throughout the building lifecycle.

Policy CR-4.4: **Organics Recycling.** Implement organics recycling programs to divert organic waste, such as food scraps, yard trimmings, and green waste, from landfill disposal and facilitate composting or anaerobic digestion to produce soil amendments or renewable energy.

Policy CR-4.5: **Food Waste.** Promote food waste reduction initiatives, such as food waste prevention, donation, and recovery programs, to minimize food waste generation and address food insecurity while reducing methane emissions from landfill decomposition.

Policy CR-4.6: **Reuse.** Encourage waste reduction and reuse initiatives, such as reusable bag programs, repair cafes, second-hand stores, and community swap events, to promote waste prevention, extend product lifecycles, and conserve resources.

Urban Greening and Community Forest

GOAL CR-5: ESTABLISH A MANAGED COMMUNITY FOREST THAT ADHERES TO BEST PRACTICES, WHILE MAXIMIZING SOCIAL, CULTURAL, AND ECOLOGICAL BENEFITS FOR THE COMMUNITY

Policy CR-5.1: **Street Tree Prioritization.** Prioritize park and street tree resources for high tree canopy need communities.

Policy CR-5.2: **Strategic Street Tree Selection.** Establish an approved tree species list and guidelines for selecting street trees in new development project public rights-of-way that prioritize pedestrian safety, minimize maintenance challenges, and ensure visibility of business signs and do not block streetlights or damage sidewalks.

Policy CR-5.3: **Expand Tree Coverage.** Increase tree canopy coverage within the urban environment to provide shade, enhance biodiversity, and improve air quality and aesthetics.

Policy CR-5.4: **Forest Management Practices.** Implement sustainable management practices for community forests, including tree planting, pruning, maintenance, and pest management, to ensure the health, safety, and longevity of urban trees.

Policy CR-5.5: **Tree Expansion.** Target new development for increase tree planting requirements, including parking lots, and focus on tree plantings on street corridors, parks, open spaces, as well as along the Compton Creek, Los Angeles River corridors, and along Alameda Corridor.

Policy CR-5.6: **Drought-Resilient Landscaping.** Use native plant species and sustainable landscaping practices in Compton's open spaces to increase drought resilience and reduce the city's overall carbon footprint.

Policy CR-5.7: **Rewilding.** Promote rewilding opportunities along Compton Creek, the Los Angeles River, and adjacent green spaces by restoring native habitats, enhancing biodiversity, and creating natural areas that benefit both the environment and the community.

Air Quality and Greenhouse Gases

GOAL CR-6: AN ENVIRONMENT WHERE CLEAR AIR QUALITY AND REDUCED GREENHOUSE GAS EMISSIONS PROTECT COMMUNITY HEALTH

Policy CR-6.1: **Transportation Emissions Reduction.** Promote alternative transportation modes, such as walking, biking, public transit, and carpooling, to reduce vehicle miles traveled and associated air pollution emissions.

Policy CR-6.2: **Electric Vehicle Infrastructure.** Support the development and expansion of electric vehicle infrastructure, including charging stations.

Policy CR-6.3: **Sustainable Land Use and Urban Planning.** Encourage compact, mixed-use development patterns and transit-oriented development.

Policy CR-6.4: **Air Quality Monitoring and Surveillance.** Establish an air quality monitoring network to monitor ambient air pollutant levels, track trends in air quality, and identify areas of concern or environmental justice disparities.

Policy CR-15.7: **Resources and Training.** Provide resources, training, and support for community-led air quality monitoring initiatives, citizen science projects, and advocacy campaigns to empower communities to take action on air quality issues.

Policy CR-6.8 **Collaboration and Partnerships.** Collaborate with regional air quality management agencies, governmental organizations, non-profit groups, and academic institutions to coordinate air quality improvement efforts, share resources, and leverage expertise.

Policy CR-6.9: **Regional Air Quality.** Participate in regional air quality planning processes and advocacy efforts to address cross-border air pollution issues and promote regional collaboration on air quality management strategies.

GOAL CR-7: PROTECT PUBLIC HEALTH BY ADDRESSING CLIMATE-RELATED RISKS, OFFERING HEAT RELIEF RESOURCES, AND SUPPORTING COMMUNITY-LED CLIMATE ADAPTATION AND RESILIENCE INITIATIVES

Policy CR-7.3: **Urban Heat Mitigation.** Implement nature-based solutions, such as increasing green spaces, planting trees, and establishing community gardens, to combat the urban heat island effect and enhance public health.

Policy CR-7.4: **Green Space Development.** Promote the creation of green spaces and sustainable landscaping practices to improve air quality, enhance recreational opportunities, and reduce the urban heat island effect.

Policy CR-7.5: **Water Conservation Initiatives.** Implement comprehensive water conservation practices, including rainwater harvesting and drought-resistant landscaping, to secure a reliable water supply while reducing infrastructure costs.

Policy CR-7.6: **Energy Efficiency Promotion.** Encourage energy conservation and the use of the California Green Building Code to reduce greenhouse gas emissions, utility bills, and improve overall air quality.

Urban Agriculture

GOAL CR-8: AN URBAN AGRICULTURAL ENVIRONMENT THAT PROMOTES COMMUNITY-BASED FARMING AND ENHANCES ACCESS TO FRESH, LOCALLY GROWN PRODUCE

Policy CR-8.1: **Urban Agriculture and Food Education:** Strengthen urban agriculture programs by providing technical and financial support to small farms and developing community gardens with wellness initiatives across Compton.

Policy CR-8.2: **Community-Based Farming Education.** Partner with organizations I to create more educational programs focused on sustainable farming, food production, and wellness, targeting youth and under-resourced communities.

Policy CR-8.3: **Promote Agricultural Zoning Flexibility.** Introduce flexible zoning regulations that allow for the expansion of agricultural activities beyond Richland Farms, encouraging urban farming and livestock-raising opportunities in other parts of the city.

Policy CR-8.4: **Retail Opportunities for Local Produce.** Encourage the development of farmers' markets, grocery stores, and mobile markets that sell locally grown produce from urban farms, helping to strengthen the city's food economy and improve access to healthy foods in underserved neighborhoods.

Policy CR-8.5: **Sustainable Livestock and Equine Programs.** Continue to support equine programs like the Compton Cowboys and Compton Jr. Equestrians, while integrating livestock and farming education into these initiatives, promoting agricultural traditions and offering personal growth opportunities through hands-on learning.

Policy CR-8.6: **Community-Led Urban Agriculture Initiatives.** Facilitate partnerships between the City and organizations like the Compton Community Garden and Planet Health Compton to empower residents in starting and managing urban agriculture projects that address local food security and sustainability needs.

Policy CR-8.7: **Urban Agriculture and Health and Wellness Programs.** Integrate urban agriculture initiatives with citywide health and wellness programs to improve residents' access to fresh produce, promote ecological sustainability, and strengthen community ties through gardening and farming activities.

Community Services

GOAL CR-9: PROMOTE HEALTH AND WELLNESS, AND FITNESS THROUGH A RECREATION SERVICES AND PROGRAMMING OPPORTUNITIES FOR LEISURE AND FITNESS

Policy CR-9.1: **Recreation Programming Diversity and Inclusivity.** Offer a diverse array of recreational programs and activities that reflect the interests, cultures, and demographics of the community.

Policy CR-9.2: **Recreation Programming Strategy.** Develop and implement a comprehensive adult recreation programming strategy that includes a wide range of activities such as sports leagues, fitness classes, arts and crafts workshops, cultural celebrations, and special events,

Policy CR-9.3: **Partnerships.** Partner with local organizations, clubs, and community instructors to offer adult instructional programming for residents.

Policy CR-9.4: **Community Events and Cultural Celebrations.** Build community cohesion and foster civic pride through a calendar of community events, festivals, and individual cultural celebrations that bring residents together for shared experiences and celebrations.

Policy CR-9.5: **Community Events Support.** Support community events, including holiday celebrations, parades, music festivals, and cultural heritage events, collaborating with local artists, performers, vendors, and community groups to showcase the community's diversity and promote community spirit and unity.

Policy CR-9.6: **Active Living Activities and Partnerships.** Encourage physical activity and wellness through sponsoring initiatives such as walking clubs, bike clubs, fitness challenges, community sports leagues, and outdoor recreation programs, partnering with healthcare providers, fitness professionals, and community organizations to provide resources, education, and support for residents to adopt and maintain healthy lifestyles.

Policy CR-6.7: **Community Volunteers.** Establish a strong volunteering program using the skills, talents, and enthusiasm of community members to support and enhance city-sponsored programs and events, fostering community engagement, collaboration, and civic pride.

GOAL CR-7: PROMOTE THE HEALTH, WELL-BEING, AND SOCIAL ENGAGEMENT OF SENIORS BY PROVIDING A RANGE OF WELLNESS AND SELF SUFFICIENCY PROGRAMS TAILORED TO THEIR NEEDS AND INTERESTS

Policy CR-7.1: **Senior Recreational Programming.** Provide senior centers, wellness classes, recreational outings, and social events tailored to the interests and abilities of seniors, partnering with senior organizations, healthcare providers, and community groups to offer programs that promote healthy aging, social engagement, and independent living.

Policy CR-7.2: **Senior Fitness and Exercise.** Offer a variety of fitness classes, exercise sessions, and recreational activities specifically designed for seniors to promote physical health and mobility.

Policy CR-7.3: **Senior Socialization and Community Engagement.** Create opportunities for seniors to socialize, build connections, and engage with their peers through social events, outings, and group activities, including organizing regular social gatherings, cultural outings, educational workshops, and intergenerational activities to foster a sense of community and belonging among seniors.

Policy CR-7.4: **Senior Nutrition and Meal Assistance.** Address food insecurity and promote healthy eating habits among seniors by offering nutrition education, meal assistance, and access to nutritious food options, including partnering with local food banks, senior centers, and meal delivery services.

Policy CR-7.5: **Senior Transportation and Mobility.** Provide accessible and reliable transportation options for seniors, including assistance with mobility, enabling them to participate in community activities and access essential services.

Policy CR-7.6 **Senior Housing and Home Assistance.** Support seniors in accessing safe, affordable housing options and obtaining assistance with home maintenance, modifications, and supportive services as needed by collaborating with housing agencies, nonprofit organizations, and social service providers.

GOAL CR-8: SUPPORT THE HOLISTIC DEVELOPMENT, WELL-BEING, AND EMPOWERMENT OF YOUTH AND FAMILIES BY PROVIDING A RANGE OF ENRICHING PROGRAMS AND SERVICES THAT FOSTER EDUCATION, HEALTH, AND SAFETY

Policy CR-8.1: **Youth Education and Academic Support.** Promote academic achievement and lifelong learning among youth by offering tutoring, homework assistance, mentoring, after-school programs, summer learning opportunities, college readiness initiatives, and STEM enrichment activities that complement formal education for youth of all ages.

Policy CR-8.4: **Support Partnerships.** Partner with family service agencies, community organizations, and faith-based groups to offer parenting classes, family counseling, support groups, and access to social services for families facing challenges or transitions.

Policy CR-8.6: **Teen Mental Health and Wellness.** Promote mental health awareness, resilience, and emotional well-being among youth by offering counseling services, support groups, and mental health education programs to offer accessible and culturally responsive mental health services, peer support groups, and wellness activities that promote positive coping strategies and destigmatize seeking help.

Policy CR-8.7: **Economic Empowerment.** Equip families with the knowledge, skills, and resources to achieve financial stability, build assets, and plan for the future through financial education workshops, job training programs, and access to financial services and resources.

Policy CR-8.8: **Financial Literacy.** Partner with financial institutions, nonprofits, workforce development agencies, and educational providers to offer financial literacy workshops, job readiness training, entrepreneurship programs, and access to banking services and affordable housing resources for families in need of economic support.

Policy CR-8.9: **Youth and Teen Recreation and Enrichment.** Offer after-school programs, youth sports leagues, summer camps, educational workshops, and leadership development initiatives for youth and teens, collaborating with schools, youth organizations, and community partners.

Lifelong Learning Facilities

GOAL CR-9: LIFELONG LEARNING FACILITIES AND SERVICES THAT HELP INDIVIDUALS DEVELOP SKILLS AND KNOWLEDGE FOR PERSONAL GROWTH AND ECONOMIC RESILIENCE.

Policy CR-9.1: **Library Access.** Collaborate with Los Angeles County Library to ensure that library services are accessible to all residents, by providing equitable access to library resources, materials, and technology.

Policy CR-9.2: **Library Outreach.** Consult with Los Angeles County Library expanding library branches, bookmobile services, and digital resources to reach residents in all neighborhoods, partnering with community organizations and schools to provide outreach programs and literacy initiatives for underserved populations.

Policy CR-9.3: **Lifelong Learning Hub**. Consult with Los Angeles County Library, local schools, Compton College, and other facilities can operate as learning hubs for education, social interaction, technology centers, and maker spaces, allowing youth and teens safe and enriching after-school activities.

Policy CR-9.4: **Early Childhood Literacy.** Promote early literacy development and school readiness among young children by collaborating with early childhood educators, preschools, and childcare providers to integrate early literacy programming into City services programming, offering age-appropriate materials, resources, and activities for children and their caregivers.

Policy CR-9.5: **Lifelong Learning and Educational Enrichment.** Support lifelong learning and educational attainment among residents of all ages by offering educational programs, workshops, and resources that enhance academic skills, career development, and personal growth and continuing education opportunities for learners of all levels and backgrounds.

Policy CR-9.6: **Adult Education and Literacy. I**mprove adult literacy skills, English language proficiency, and basic education attainment among residents by offering adult education classes, literacy tutoring, and English as a Second Language programs.

Policy CR-9.7: **Cultural and Community Programming.** Celebrate cultural diversity, promote arts and culture, and foster community connections through a diverse array of cultural events, author talks, art exhibitions, and community forums hosted by the library.

Policy CR-9.8: **Digital Inclusion and Technology Access.** Bridge the digital divide and ensure digital literacy among residents by providing access to computers, internet connectivity, and technology training programs at library branches and community centers.

Policy CR-9.9: **Technology Investments.** Invest in technology infrastructure, computer labs, and Wi-Fi hotspots at library branches, offering digital literacy classes, technology workshops, and one-on-one

assistance to help residents develop essential digital skills for learning, communication, and employment.

Policy CR-9.10: **Community Engagement and Volunteer.** Cultivate a sense of ownership and participation in lifelong services and programs by engaging residents as volunteers, advocates, and partners in library initiatives and community events, including establishing volunteer programs and collaborating with the Friends of the Library organization.

Arts and Culture

GOAL CR-10: CURATE AND EXPAND ARTS AND CULTURE THAT REFLECT COMPTON'S HERITAGE AND THE CULTURAL PERSPECTIVES

Policy CR-10.1: **Public Art and Cultural Heritage.** Enhance public spaces and preserve cultural heritage through the integration of public art, recognition of historic landmarks, and community events.

Policy CR-10.2: **Creative Economy Development.** Leverage the arts and culture sector as a driver of economic growth and job creation, supporting local artists, fostering partnerships, and promoting cultural tourism and creative industries.

Policy CR-10.3: **Arts Education and Outreach.** Foster a vibrant and inclusive cultural arts landscape within our city by promoting collaboration among City Departments, educational institutions, non-profit and community-based organizations, and community stakeholders to expand cultural arts events, programs, and initiatives.

Policy CR-10.4: **Mural Enhancement.** Continue to enrich the visual landscape by expanding and maintaining vibrant and culturally significant murals, recognizing the value of public art in fostering civic pride, cultural expression, and community identity.

Policy CR-10.5: **Artist Collaboration.** Collaborate with local artists, performers, cultural organizations, and community groups to curate engaging cultural programs and events that reflect the interests and heritage of the City's diverse population, fostering cross-cultural understanding and appreciation.

Policy CR-10.6: **Partnerships with Community-Based** Organizations. Foster collaborative partnerships with community-based organizations to expand and diversify arts and culture programming and by co-creating initiatives that celebrate Compton's heritage, engage residents, and cultivate a vibrant cultural scene.

Policy CR-10.7: **Cultural Equity and Inclusion**. Ensure equitable access to arts and culture for all residents and community members, promoting diversity and inclusivity through grants, resources, and initiatives to address barriers to participation.

Policy CR-10.8: **Environmental Sustainability in the Arts.** Promote environmentally sustainable practices within the arts and cultural sector, supporting eco-friendly initiatives, waste reduction, and the use of sustainable materials.

Policy CR-10.9: **Art and Creative Maker Spaces.** Create flexibility in land use regulations to accommodate art studios, galleries, and creative maker spaces that integrate artistic spaces into mixed use, commercial, industrial, or residential districts.

Healthy Communities

GOAL CR-11: IMPROVED COMMUNITY HEALTH THAT ADDRESSES DISPARITIES IN UNDERSERVED NEIGHBORHOODS

Policy CR-11.1: **Food Access in Underserved Neighborhoods.** Promote the development of grocery stores, farmers' markets, and mobile markets in underserved neighborhoods to improve access to healthy, nutritious food.

Policy CR-11.2: **Health-Promoting Businesses.** Implement zoning regulations to limit liquor stores and tobacco shops while encouraging health-positive businesses like grocery stores, fitness facilities, and community centers.

Policy CR-11.3: **Health Education and Resources.** Collaborate with schools and health organizations to offer programs that educate residents on healthy living, nutrition, and exercise to improve community health.

Policy CR-11.4: **Foster Holistic Solutions Through Partnerships:** Create a network among local organizations, healthcare providers, and government agencies to address food security, health education, and environmental improvements through shared resources and collaborative planning.

Community Activism and Advocacy

GOAL CR-12: EXPAND AND ORANIZE COMMUNITY ACTIVISM AND ADVOCANCY TO EMPOWER RESIDENTS TO IMPROVE THE QUALITY OF LIFE IN THEIR NEIGHBORHOODS

Policy CR-12.1: **Community Liaison for Non-Profit and Advocacy Collaboration.** Create a dedicated city liaison to facilitate communication and coordination with non-profit organizations, community groups, and advocacy organizations in Compton to ensure alignment with community needs and support local initiatives.

Policy CR-12.2: **Empower Non-English-Speaking Residents.** Strengthen collaboration with advocacy groups to empower non-English speaking residents and encourage resident-led solutions.

Policy CR-12.3: **Organizational Collaboration for Community Solutions.** Establish platforms for local organizations and government entities to share resources and expertise to address funding shortfalls, infrastructure degradation, and environmental justice.

Policy CR-12.4: **Civic Pride and Community Engagement.** Expand efforts like The Compton Initiative by organizing frequent clean-ups, painting projects, and beautification activities to foster civic pride and enhance community activism.

Policy CR-12.5: **Gentrification and Protect Cultural Heritage.** Ensure Compton's community reaps the benefits of cultural preservation by addressing housing prices and affordability as part of a strategy to prevent gentrification.



CITY OF COMPTON

Chapter 9

PUBLIC SAFETY ELEMENT

COMPTON
GENERAL PLAN 2045
Building a Better Compton

Chapter 9
Public Safety Element

COMPTON
GENERAL PLAN 2045
Building a Better Compton

Introduction

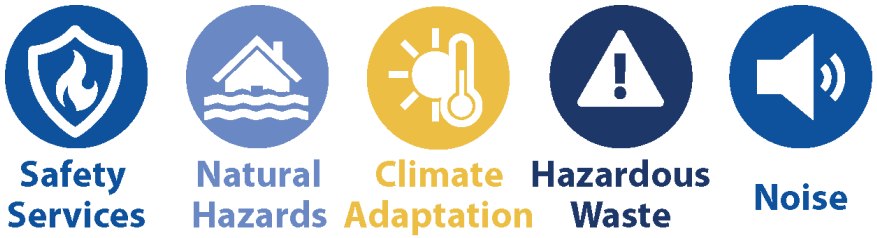
What is this Element?

The Public Safety Element focuses on strategies and policies to reduce threats to public safety from natural hazards and human activities. By proactively addressing public safety concerns, the City can create conditions for residents and business owners that make them feel secure in their environments and can reduce costs associated with reactive responses, including the costs of law enforcement, fire protection, and emergency medical services. The Public Safety Element provides a comprehensive framework protecting people from harm, safeguarding property, and integrating safety considerations into all elements of community planning.

This element addresses disaster preparedness and response strategies to address natural hazards like earthquakes and floods, with a focus on community education and evacuation planning. Human-caused safety issues addressed include the presence of hazardous materials in the urban environment, noise, high heat episodes resulting from climate change, and crime.

Relationship to Other Elements

The Public Safety Element informs the Our Community (Land Use) Element by identifying areas subject to flooding and affected by other natural hazards, thus allowing for safeguards to be put in place. It works with the Our Mobility (Transportation) Element to define transportation infrastructure needed for effective emergency response. Policies in this element support initiatives in the Community Services Element related to air and water quality and safe access to and use of public spaces. By integrating with these elements, the Public Safety Element provides for safety considerations to be embedded in all aspects of community planning, thereby enhancing overall public safety and resilience.



Community Safety Services

Community safety services in Compton include law enforcement, fire prevention and protection, and emergency medical services. The City contracts with the Los Angeles County Sheriff's Department for law enforcement services, including crime prevention, community policing, and rapid response to emergencies. Fire services address not only fire safety but also emergency medical needs, plus community programs intended to enlist all residents and business owners in proactive planning. These services work together create safe environments, allow for timely response to incidents, and prevent crime through active engagement with the community.

Law Enforcement

The Los Angeles County Sheriff's Department (LASD) provides a range of law enforcement services to the City of Compton. From a station in the City Hall complex, LASD officers and civilian staff provide services encompassing patrols, criminal investigations, traffic enforcement, community policing, and support for special operations such as gang enforcement and narcotics investigations.

Key services provided by LASD in Compton include:

- **Patrol and Crime Prevention**: Deputies regularly patrol the City to respond to emergencies, prevent crime, and maintain a visible presence in neighborhoods. Crime prevention programs and community engagement initiatives are also a focus, aiming to build positive relationships with residents.
- **Investigations and Special Enforcement**: LASD investigates crimes ranging from property crimes to violent offenses. Special teams within the department, such as gang units and narcotics squads, address more complex issues affecting public safety.
- **Traffic Enforcement and Safety**: LASD enforces traffic laws, responds to accidents, and works on initiatives to reduce traffic-related incidents, such as DUI checkpoints and speed enforcement.
- **Homeless Outreach and Social Services**: In addition to its law enforcement duties, LASD supports homeless outreach efforts in Compton, working with local agencies and organizations to connect individuals experiencing homelessness with services and resources.
- **Crisis Response**: LASD provides support in crisis situations, including mental health emergencies, through specialized response teams and coordination with social service providers.



Los Angeles County Sheriff's Department officers

Crime Statistics

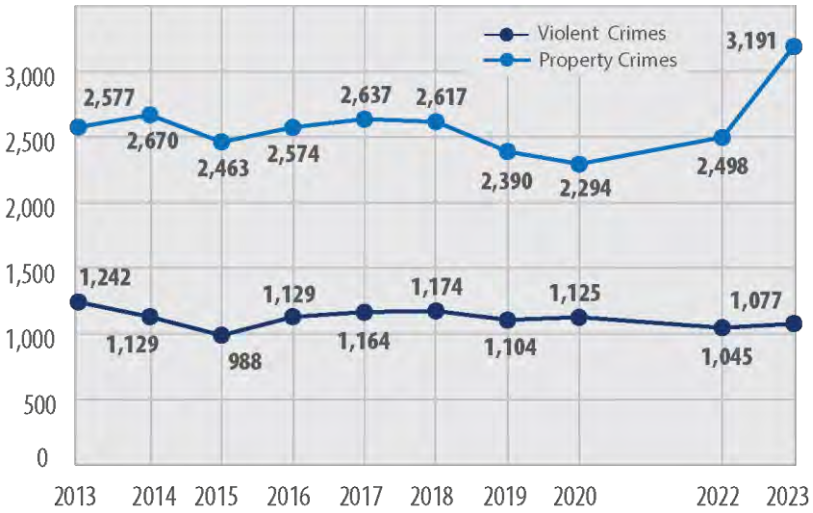
Crime in Compton has historically been a concern, with the City facing challenges related to gang violence, property crimes, and violent offenses. However, the City has ramped up efforts to reduce crime rates through enhanced law enforcement strategies, community engagement, and social services. Issues of concern include:

- **Gang Violence**: Compton has long been associated with gang activity, which has contributed to violent crimes such as shootings, assaults, and homicides. While gang-related violence remains a concern, initiatives aimed at gang prevention and intervention have had an impact.
- **Property Crimes**: Like many urban areas, Compton experiences property crimes, including burglary, theft, and car theft. These crimes often occur in both residential and commercial areas, and law enforcement focuses on prevention and investigation.
- **Violent Crimes**: Violent crime, including assaults and homicides, continues to be a key focus for the LASD, which works to address root causes through community policing, patrols, and specialized crime reduction programs. See Figure PS-1 for trend in violent crimes (so-called Part 1 crimes).
- **Crime Trends**: Between 2013 to 2023, violent crimes in the City generally declined, starting at 1,242 in 2013 and reaching a low of 988 in 2015, then rising again to around by 2023. Property crimes showed more fluctuation, initially steady but spiking significantly from 2,498 in 2022 to a high of 3,191 in 2023, indicating a surge following the COVID-19 pandemic despite earlier years of relative stability.

Crime in the City tends to be distributed across neighborhoods, but certain land uses and transit hubs attract higher occurrences in specific areas. The geographic distribution of crime varies based on crime type and local conditions. As illustrated in Figure PS-2, more serious crimes—such as homicide, robbery, and aggravated assault (categorized as Part 1 crimes)—are often concentrated around transit stations and major commercial shopping centers, where larger groups of people congregate.

In contrast, less serious offenses—such as stolen property, vandalism, disorderly conduct, and forgery (categorized as Part 2 crimes)—are generally more concentrated along corridors like Long Beach Boulevard. This distribution reflects patterns where property crimes and minor disturbances are more common in areas with heavy foot traffic and commercial uses, as well as along major bus transit corridors.

Figure PS-1: Crime Trends (2013 to 2023)



Source: FBI, Uniform Crime Reporting (UCR) Program 2013-2023.
Note: No data for 2021.

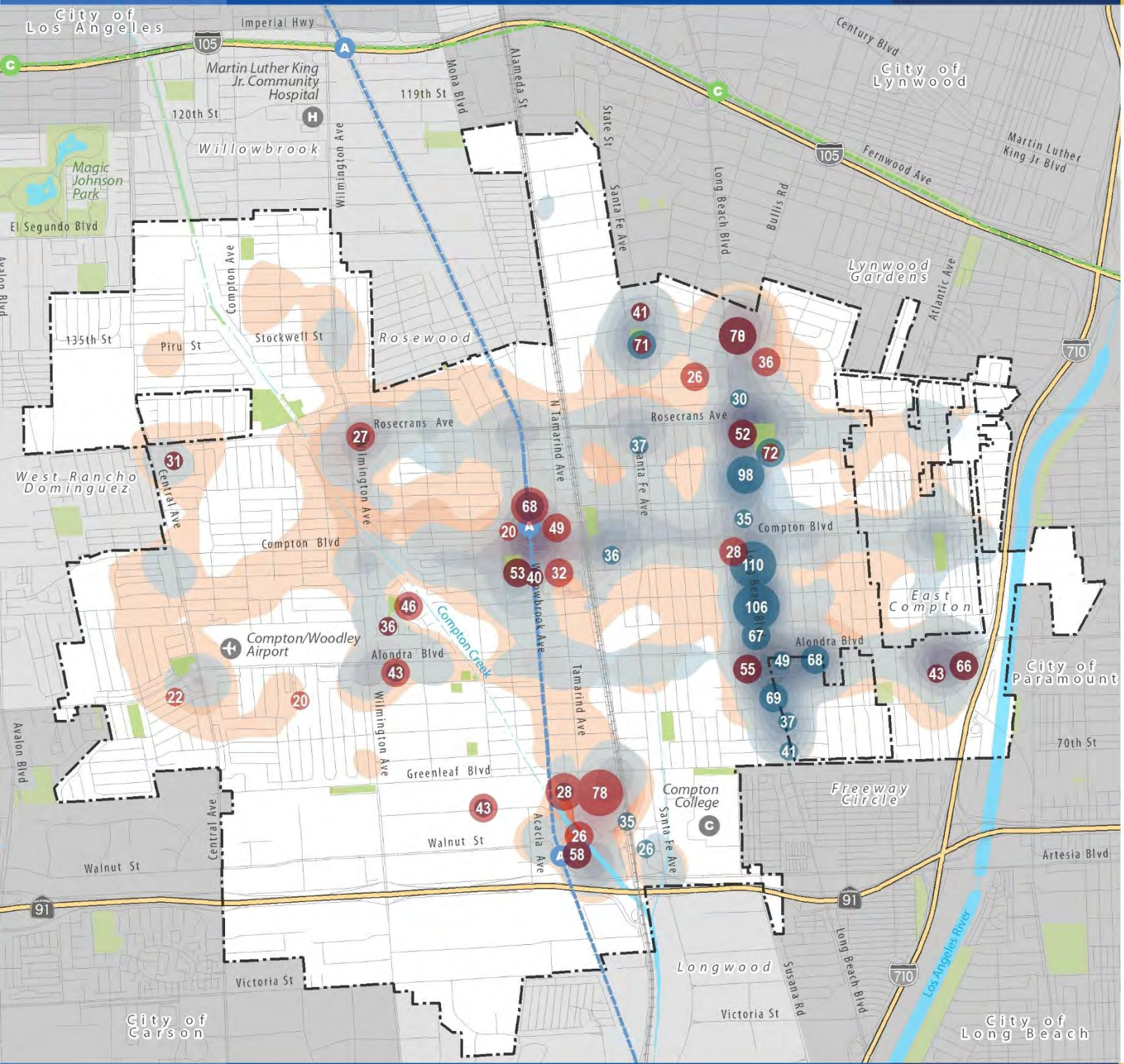


Figure PS-2
Crime per Blocks Summary

Number of Crimes per City Block

Serious Crimes	*Less Serious Crimes*	
		Less than 50
		51 - 75
		76 - 100
		Greater than 101

Number of Crimes per City Block (Heat Map)

Serious Crimes	*Less Serious Crimes*	
		Lower Number of Crimes Reported
		Higher Number of Crimes Reported

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Los Angeles County Sheriff's Department 2018 Crime and Arrest Statistics.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Addressing Crime

Addressing crime in Compton requires a comprehensive approach that includes community-driven strategies, improved social services, economic development, and law enforcement efforts.

- **Community Policing**: Strengthening community policing can help build trust between law enforcement and residents. Officers working in neighborhoods, attending local events, and engaging with community members can improve communication and lead to collaborative efforts to reduce crime.
- **Youth Programs and Outreach**: Robust youth engagement programs, such as after-school activities, sports leagues, mentorship programs, and job training, help offer positive alternatives for young people. Continuing the Los Angeles County Sheriff Youth Activity League in Compton is important.
- **Economic Development and Job Training**: Promoting economic growth in Compton can create jobs, reduce poverty, and diminish some of the social conditions that contribute to crime. Programs that offer job training, particularly in high-demand fields, can equip residents with skills to secure stable employment.
- **Mental Health and Addiction Services**: Expanding access to mental health care and addiction services can address underlying issues contributing to crime. Mobile mental health units, local counseling services, and addiction treatment programs can help reduce substance abuse-related offenses.
- **Enhanced Lighting and Surveillance**: Improving public lighting in high-crime areas and strategically installing surveillance cameras can serve as deterrents. Studies have shown that well-lit areas can reduce crime by making it harder for criminal activities to go unnoticed.
- **Community-Based Violence Prevention Programs**: Initiatives such as neighborhood watch programs, intervention specialists, and conflict-resolution workshops can help residents become proactive in crime prevention. Empowering residents to report issues and mediate conflicts fosters a safer community.
- **Improving Education Opportunities**: Enhancing education through well-funded schools, scholarship programs, and community colleges can reduce crime by expanding opportunities. Increased investment in local schools can provide youth with the tools needed for future success.
- **Partnerships with Faith-Based and Non-Profit Organizations**: Many faith-based and community organizations offer programs that address social and economic issues contributing to crime. Collaborating with these groups can amplify efforts in areas like poverty reduction, job training, and youth engagement.
- **Targeted Law Enforcement in High-Crime Areas**: Using data-driven approaches to deploy law enforcement resources in areas with high crime rates can improve efficiency, particularly if used for transit stations and larger shopping centers. Additionally, establishing specialized units to tackle gang-related issues can be effective if done in coordination with community efforts.
- **Public Awareness Campaigns**: Educating the public on crime prevention strategies and encouraging residents to take part in community safety can increase awareness and support.

Fire Safety Services

The Compton Fire Department, established in 1901, as of 2024 had 84 sworn employees and five civilian employees staffing four stations. Figure PS-3 shows the one- and two-mile coverage radius around each station.

- Station No. 1: Located next to Compton Courthouse
- Station No. 2: Near East Palmer Street and North Crane Avenue, serving the eastern part of the City
- Station No. 3: In west Compton on Rosecrans Avenue, close to Gonzales Park
- Station No. 4: On West Walnut Street, serving the southern area of Compton

The Fire Department is one of the five busiest fire departments in California, handling an average of 10,000 emergency calls annually. Of these, approximately 75 percent are for emergency medical services (EMS). With an average response time of four minutes, 30 seconds, the Department exceeds the national average and outpaces response times in neighboring cities served by the Los Angeles County Fire Department. However, the Compton Fire Department faces challenges that impact on its ability to deliver optimal service to the community.

- **Funding and Resource Constraints:** Limited budgets often restrict access to updated equipment, training, and staffing. This can impact response times, coverage, and overall readiness.
- **Aging Infrastructure and Equipment:** Like many fire departments, the Department may struggle with aging facilities and outdated equipment. Modernizing these can be costly but is essential for safety and efficiency.
- **High Call Volume:** Compton has a high call volume, partly due to its urban density and socioeconomic factors. This puts significant strain on Department resources and personnel, affecting response times and service quality.



Compton Fire Department Station No. 3 engines

- **Training Requirements:** As the role of firefighters expands beyond firefighting to include EMS and other emergency services, the demand for extensive, ongoing training grows. Limited budgets can hinder access to specialized training.

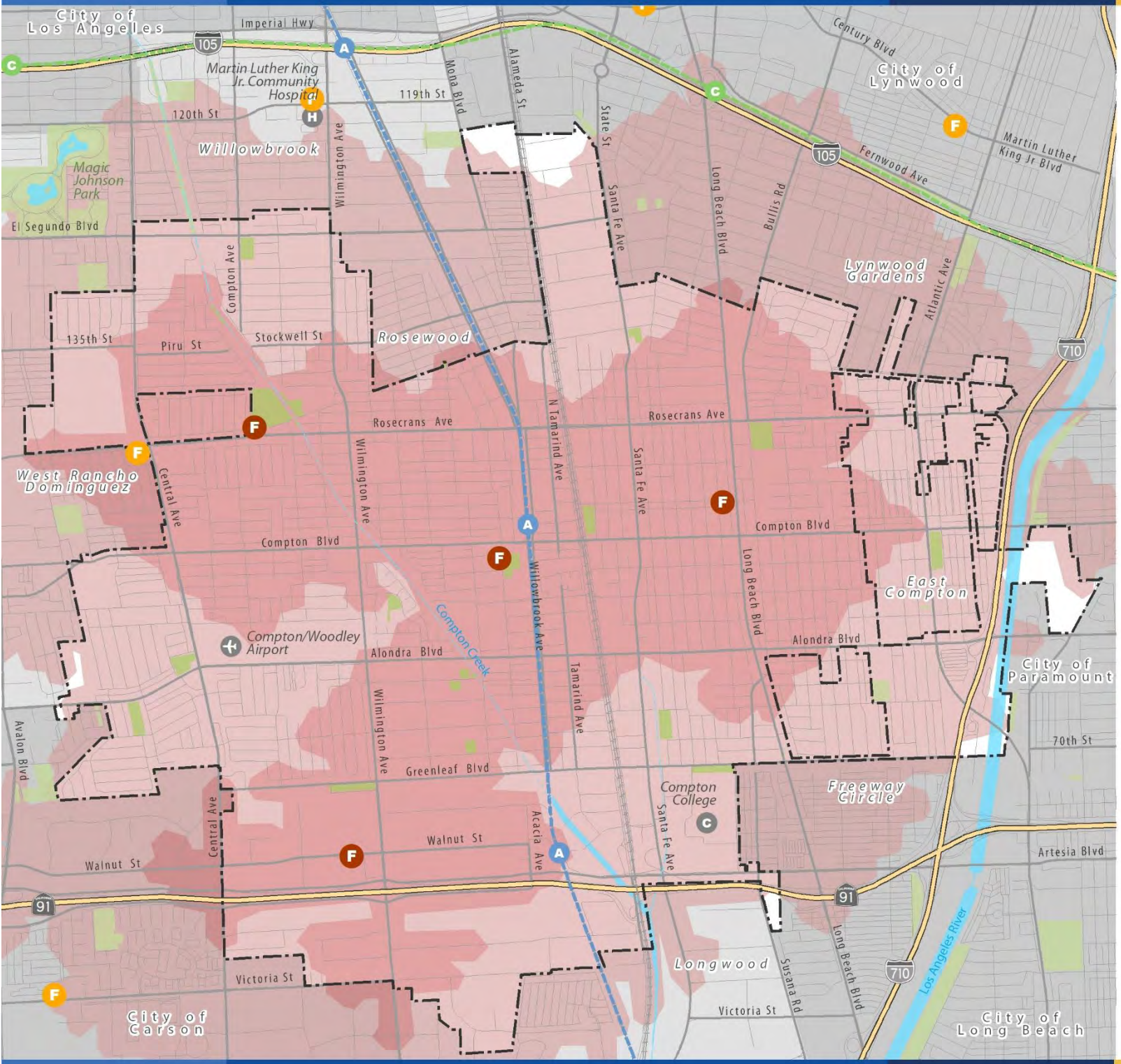


Figure PS-3
Fire Stations

Fire Stations

- Compton Fire Stations
- Other Fire Stations

Fire Station Area Distance

- One-Mile From Fire Station
- Two-Miles From Fire Station

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Los Angeles County, 2022.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

As of 2024, the 84 sworn firefighters served a population of 93,719 residents. This equates to a staffing ratio of 0.90 firefighters per 1,000 residents. The commonly cited figure of 1.0 firefighters per 1,000 residents is a general standard. Actual firefighter-to-resident ratios across various areas can vary based on urban density, service demands, and regional needs.

Looking ahead, if Compton's population grows to an estimated 115,587 residents by 2045, maintaining the ratio of 0.90 firefighters per 1,000 residents would require an increase in staffing. Specifically, the Department would need 104 sworn firefighters, representing an additional 20 firefighters beyond the 2024 workforce (see Table PS-1.)

Addressing this future need highlights the importance of strategic workforce planning for the Fire Department. Proactively recruiting and retaining additional firefighters over the coming decades will be essential to keeping pace with population growth and maintaining high-quality emergency response capabilities. Aligning staffing levels with community needs is vital for enhancing public safety.

As Compton plans for potential population growth and considers increasing firefighter staffing to maintain or improve its ratio, additional resources would be required. These include not only personnel but also the infrastructure to support them. Additional fire trucks, specialized equipment, and facilities, such as new or expanded fire stations, would be needed to house and equip the new staff effectively. Proper planning and investment in these areas would be essential to ensure the Department's readiness and capacity to serve a growing community.

Table PS-2: Firefighter Staffing Ratio

Noise Receptor (Land Use)	2024	2045
Population	93,719	115,587
Compton Sworn Firefighters	84	104
Compton Ratio	0.90	0.90



Disaster Prepared and Response

The City of Compton's Office of Emergency Management (OEM) is responsible for coordinating all disaster mitigation, planning, response, and recovery efforts. Key duties include implementing community outreach and educational programs, managing the Emergency Operations Center, overseeing the Community Emergency Response Team (CERT) volunteer program, and maintaining the City's emergency notification system. OEM also provides ongoing training for City staff and regularly updates the Emergency Operations and Hazard Mitigation Plans. Additionally, the OEM collaborates with various municipalities, county, state, and federal agencies, as well as private sector and community organizations, to ensure that residents, businesses, and stakeholders are well prepared for both natural and man-made disasters.

Components of Compton's disaster preparedness include:

- **Emergency Response Training.** First responders, including fire and LASD personnel, receive regular training on disaster response, including large-scale emergencies and mass casualty incidents. The City also collaborates with Los Angeles County and neighboring municipalities to ensure coordinated responses.
- **Public Education and Outreach.** The City works to educate residents on emergency preparedness through programs, community meetings, and informational materials. Residents are encouraged to have emergency kits, develop family communication plans, and stay informed about potential hazards.
- **Evacuation Plans.** Compton has identified key evacuation routes and shelters, with a focus on ensuring that vulnerable populations, such as seniors and people with disabilities, have access to safe evacuation.
- **Hazard Mitigation.** The City is actively involved in hazard mitigation strategies to reduce the risks associated with natural disasters, including flood management, fire prevention, and infrastructure improvements. This includes regular updates to emergency plans based on new risks and lessons learned from past disasters.
- **Community Resilience.** Efforts to enhance community resilience focus on building partnerships with local organizations, schools, businesses, and residents to foster a network of support during emergencies. Community-based initiatives also help strengthen disaster response capabilities and promote preparedness at the grassroots level.



CERT Training

Homeless Services and Outreach

Compton's homeless services and outreach efforts focus on addressing the immediate needs of individuals experiencing homelessness while also providing long-term support to help them achieve stability. The City works in collaboration with local organizations, Los Angeles County agencies, and nonprofit groups to provide a range of services, including emergency shelter, housing assistance, mental health counseling, and substance abuse treatment. Services and programs include:

- **Outreach Programs**: The Los Angeles Homeless Services Authority (LAHSA) conducts outreach to connect individuals experiencing homelessness with available resources, including case management, healthcare, and housing opportunities. Outreach teams visit areas with high concentrations of homeless individuals to engage with them and offer assistance.
- **Emergency Shelter and Transitional Housing**: Compton partners with local shelters and housing programs to provide short-term emergency shelter and transitional housing options for homeless individuals and families. These services aim to stabilize individuals while they work toward securing permanent housing.
- **Supportive Services**: Comprehensive services, including mental health care, substance abuse treatment, job training, and financial assistance, are available to help individuals transition out of homelessness and reintegrate into society. These services are largely provided in partnership with nonprofit organizations and community-based programs.
- **Collaboration with Los Angeles County**: Compton is part of the larger regional effort to combat homelessness in Los Angeles County, benefiting from countywide resources and initiatives, including LAHSA, which helps coordinate housing and services for homeless individuals.



Pathway Home Team in Compton

Pathway Home – Compton

The Pathway Home program in Compton, part of Los Angeles County's homelessness initiative, moves individuals from street encampments into temporary housing with access to supportive services. Launched in 2024, it provides resources like mental health support and health services, helping participants transition toward permanent housing as part of the County's emergency homelessness response.

Natural Hazards

Like almost all cities in Southern California, Compton is susceptible to flooding, earthquakes, and drought. Flooding can occur during periods of heavy rainfall, particularly where drainage systems are inadequate. Seismic activity poses risk due to the region's proximity to fault lines. Addressing these hazards requires robust infrastructure planning, effective emergency response strategies, and community awareness programs to prepare residents and business owners for potential disasters.

Flooding Hazards

Flooding is a concern because it can result in significant property damage, compounded by the fact that uninsured homeowners and business owners could face unrecoverable losses. While regional flood control facilities like the channelized Los Angeles River have substantially reduced flood hazards throughout the region, climate change has brought about severe storm events that have the potential to overwhelm regional and local flood control facilities. Compton, with its expanse of impervious surfaces and limited green areas capable of absorbing storm runoff, is susceptible localized ponding and flooding.

Figure PS-4 illustrates flood zones as classified by the Federal Emergency Management Agency (FEMA). Flood Zone A (100-Year Flood) is limited to areas along the banks of the Los Angeles River. The 100-year flood event refers to a flood that has a 1 in 100 chance of occurring with the same or greater intensity in any given year. Contrary to its name, a 100-year flood can happen in any year. The western portion of the City would be affected by a 500-year flood. This flood event has a 0.2% chance of occurring in any given year. Despite the low probability, such floods can cause catastrophic damage due to their extreme magnitude. Issues associated with 500-year floods include severe property damage and extensive disruption to communities and infrastructure. These events often overwhelm existing flood protection measures within the Los Angeles River. Additionally, the increasing frequency of extreme weather events due to climate change may make such floods more common than historical data suggest, complicating planning and preparedness efforts.

To help guard against major flooding events along the Los Angeles River, the City can take on the following approaches:

- **Resilient and Green Infrastructure:** Investing in green and resilient infrastructure, such as permeable pavements, reliable stormwater systems, and expanded riparian habitat within the Los Angeles River, can absorb excess rainwater and reduce runoff, lowering the likelihood and severity of floods. Nearby local parks along the Los Angeles River, such as Kelly Park and Greenleaf Parkway, can also capture stormwater for local use through detention and retention basins.
- **Emergency Preparedness Plans:** Coordinating with Los Angeles County agencies for emergency response and evacuation plans prepares the City to safeguard community members prior to and during a flood event.
- **Public Awareness Campaigns:** Educating the public about flood risks and preparedness strategies can help the public respond more effectively during a flood emergency.
- **Insurance Programs:** Encouraging or requiring flood insurance for properties in flood-risk areas can provide financial protection for homeowners and reduce the economic burden on the City after a flood. Flood insurance is generally not required for properties in the 500-year floodplain (areas with a 0.2% annual chance of flooding).

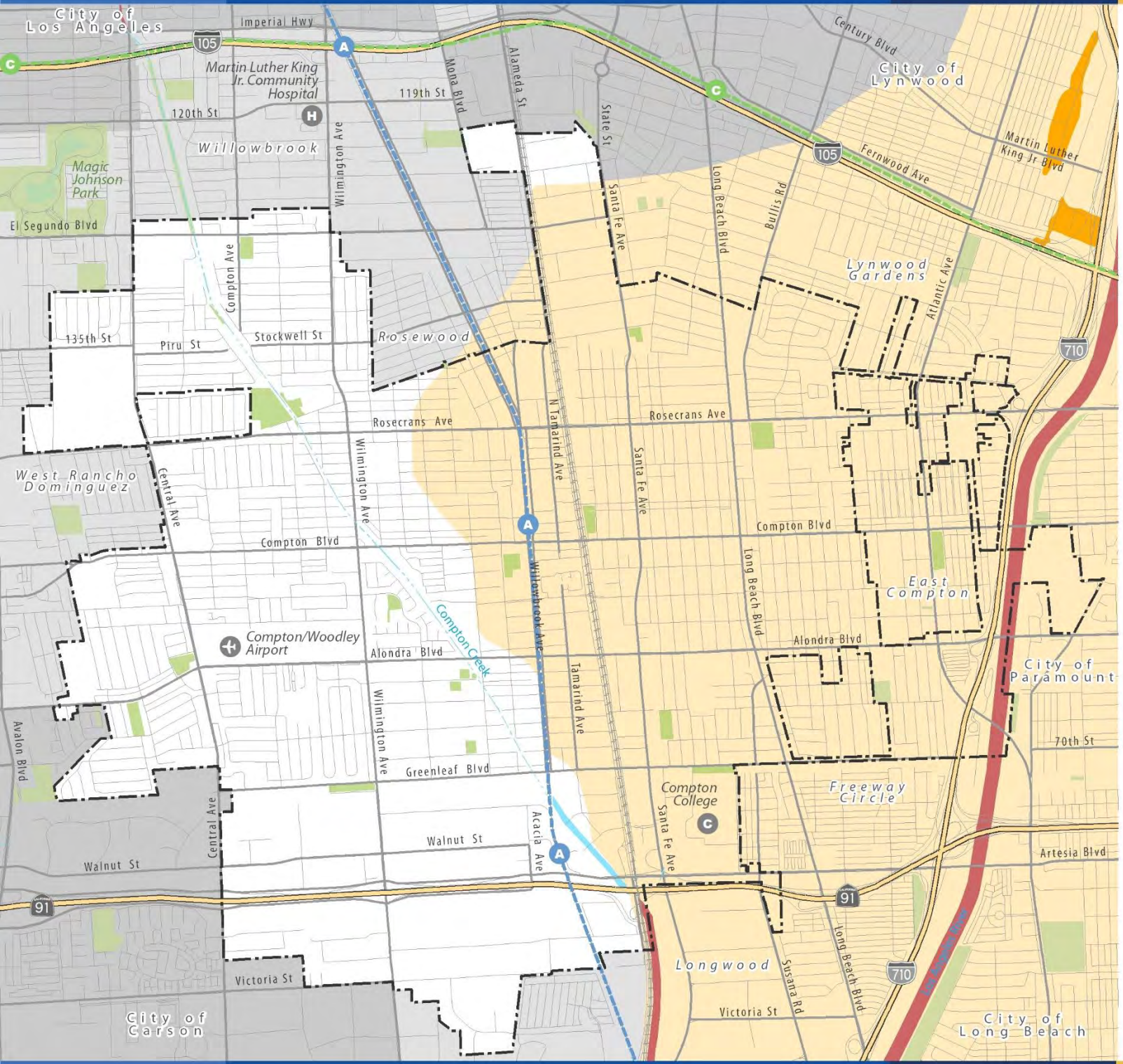


Figure PS-4
FEMA Flood Zones

Flood Zones

- Flood Zone A (100-Year Flood)
- Flood Zone AH (1% Annual Chance of Shallow Flooding)
- Moderate- to Low-Risk Area (500-Year Flood)

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Federal Emergency Management Agency, Flood Insurance Rate Maps, 2020.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Seismic Hazards

California lies along the Pacific tectonic plate, a massive feature of Earth that extends from Japan to California, and south past Australia. The moving and grinding of tectonic plates create the phenomenon we call earthquakes. Small tremors generally result in mild ground shaking, with few adverse effects on structures and landforms. However, significant earthquakes can produce wide-scale damage to properties and result in loss of life. Modern building codes have mitigated the level of damage from more recent quakes, but Compton has many older structures that might not withstand the ground shaking and liquefaction hazards resulting from a major event.

Fault Zone

The Avalon-Compton Fault is a segment of the Newport-Inglewood-Rose Canyon Fault Zone that runs through the western portion of the city (see Figure PS-5). This fault zone is a major geologic feature in Southern California, known for its potential to generate significant seismic activity. The Avalon-Compton Fault presents a risk of surface rupture and strong ground shaking, particularly in densely developed urban areas like Compton. Local regulations require detailed geologic investigations for projects near this fault to ensure public safety and minimize seismic hazards.

Liquefaction

Liquefaction zones are areas that may experience the loss of soil structure due to ground shaking due to high groundwater conditions and poorly consolidated soils. During an earthquake, the soils could behave like liquid, causing previously solid ground to become unstable. As observed in PS-Figure 5, most of Compton has liquefaction-prone soil, excepting the western and southernmost sections of the City.



Compton City Hall before the 1933 Long Beach Earthquake.



Side view of Compton City Hall shows collapsed walls from 1933 Long Beach Earthquake.

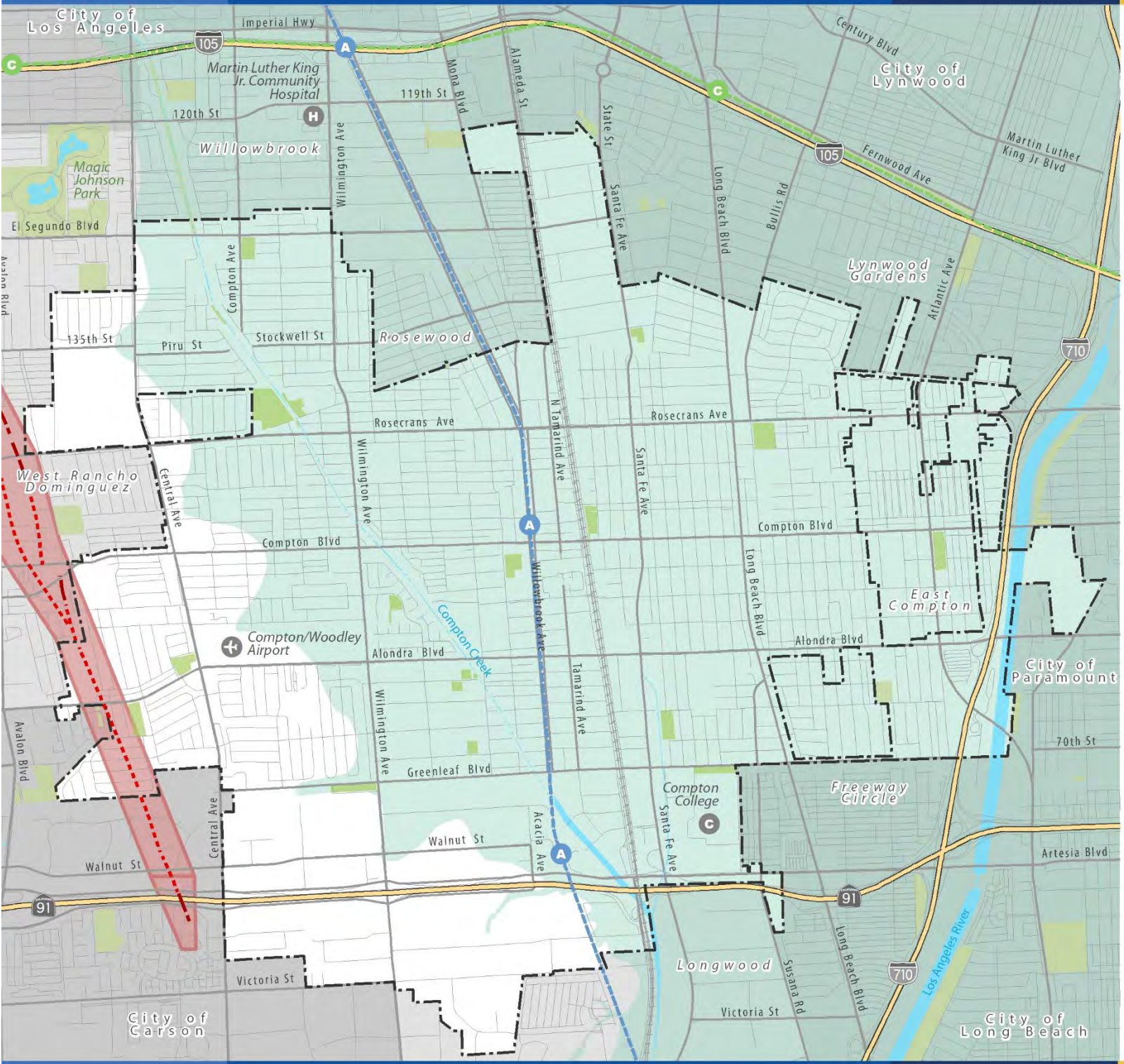


Figure PS-5
Seismic Hazards

Newport-Inglewood-Rose Canyon Fault Zone

Avalon-Compton Fault Traces

- Moderately Constrained
- Well Constrained
- Fault Zone

Seismic Hazards

- Liquefaction Zones

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: U.S. Geological Survey, Bureau of Mines and Mineral Resources, Quaternary fault database, 2016.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

State construction laws, implemented through the City's building code, rigorously address seismic safety, as described here. Also, the measures described here that minimize risk are common practices.

- **Seismic Retrofit of Buildings.** Retrofit older buildings, particularly those constructed before modern seismic codes, to withstand earthquakes. This includes reinforcing foundations, walls, and roofs. Ensure that schools, hospitals, and emergency facilities are retrofitted to remain operational after a quake.
- **Strict Building Codes and Land Use Planning.** Implement and enforce stringent building codes requiring earthquake-resistant construction. Prohibit building on fault lines and mandate proper construction strategies in liquefaction zones and other high-risk areas. Require geologic investigations to confirm that new projects avoid active faults before granting permits.
- **Early Warning Systems.** Coordinate with State and regional agencies to install early warning systems that can alert residents seconds before shaking begins, allowing them to take protective actions.
- **Community Education and Preparedness.** Educate the community on earthquake risks and preparedness, including emergency kits and family plans. Conduct drills in schools, workplaces, and neighborhoods. Form neighborhood support networks and offer CERT training for disaster response skills.
- **Emergency Response Planning.** Create comprehensive emergency response plans involving local government, emergency services, and community organizations to coordinate rescue, relief, and recovery efforts.
- **Earthquake Insurance Programs.** Encourage homeowners and businesses to purchase earthquake insurance to help with recovery and rebuilding costs.



An example of a residential apartment building being retrofitted to withstand earthquakes.

Climate Adaptation

As climate change increasingly affects urban areas, Compton must adapt to its impacts, including rising temperatures, extreme weather events, and changing precipitation patterns. Climate adaptation efforts involve enhancing green spaces, improving water management systems, and developing heat response plans to protect vulnerable populations. By prioritizing resilience in urban planning, Compton aims to mitigate the adverse effects of climate change on public health and safety.

Extreme Heat

"Extreme heat" within the Safety Element means the rising risks associated with high temperatures, particularly as climate change intensifies the frequency and severity of heatwaves. Extreme heat poses health and safety risks, especially for vulnerable populations, including the elderly, children, and low-income communities with limited access to cooling resources. This requires assessing how prolonged heat exposure affects public health, infrastructure, and energy demand. Strategies may include expanding shaded areas, increasing tree canopy, enhancing cooling centers, promoting heat-resilient building materials, and community education initiatives to reduce heat exposure and improve resilience to high temperatures.

Extreme Heat Approaches

- **Urban Greening and Tree Planting:** Increase the urban tree canopy, especially in heat-vulnerable neighborhoods, to reduce urban heat islands and provide shaded areas.
- **Cool Roofs and Pavements:** Encourage the use of reflective materials on roofs, streets, and sidewalks to reduce heat absorption.
- **Cooling Centers and Public Spaces:** Establish and promote air-conditioned cooling centers in public buildings, libraries, and recreation centers during heatwaves.
- **Community Outreach and Education**: Raise awareness about heat-related health risks and provide resources on staying cool, recognizing heat-related illnesses, and maintaining hydration.

Severe Storms

Severe storms refer to intense weather events, including heavy rainfall, high winds, and potential flooding, that can pose significant risks to life, property, and infrastructure. Severe storms can overwhelm drainage systems, cause flash floods, disrupt transportation, and damage buildings. Mitigation strategies may involve improving stormwater management infrastructure, reinforcing buildings and utilities, enhancing early warning systems, and providing community preparedness resources to reduce damage and increase resilience to storm-related hazards.

Severe Storm Approaches

- **Stormwater Management and Drainage Improvements**: Upgrade infrastructure, such as storm drains and detention basins, to manage higher volumes of rainfall and reduce flood risk.
- **Green Infrastructure**: Implement green infrastructure, such as rain gardens, permeable pavements, and bioswales, to absorb and filter stormwater naturally.

Drought and Water Supply Issues

Drought and water supply issues focus on the challenges posed by limited water availability due to prolonged periods of low rainfall and increasing demand. Drought conditions threaten water supply reliability, impacting residents, businesses, and critical services. Strategies to

address these issues may include water conservation programs, investment in sustainable water infrastructure (e.g., recycled water systems), public education on water usage, and contingency plans to ensure adequate water supply during severe droughts, thereby strengthening the City's resilience to water scarcity.

Compton has prepared a Water Shortage Contingency Plan (WSCP) that outlines actions during water shortages to enhance preparedness for droughts and supply disruptions. Required by the California Water Code, these plans include response strategies based on standard shortage levels and catastrophic interruptions. The Compton Municipal Water Department's WSCP is updated every five years as part of the Urban Water Management Plan.

During a five-year drought, the City may rely on imported water to supplement local supplies. While both imported water and groundwater are affected by demand increases and supply reductions in dry years, the Metropolitan Water District of Southern California 's 2020 *Urban Water Management Plan* modeling ensures 100 percent reliability for full-service demands through 2045 under all climate conditions. As a result, the City expects to meet water demand regardless of climate conditions.

Drought and Water Supply Approaches

- **Water Conservation and Efficiency Programs**: Promote conservation through public campaigns, incentives for water-saving appliances, and encouraging native landscaping with drought-tolerant plants.
- **Recycled and Greywater Use**: Invest in and incentivize systems for recycled water use and greywater recycling for landscaping and non-potable purposes.
- **Groundwater Management and Aquifer Recharge**: Coordinate with water agencies and the Los Angeles County Department of Public Works on strengthening groundwater management practices to prevent over-extraction and enhance recharge efforts to ensure sustainable water supplies. Focus recharging efforts along Compton Creek and the Los Angeles River.
- **Emergency Water Supply Plans**: Continue to update contingency plans, including the Water Shortage Contingency Plan with Drought Risk Assessment, for securing emergency water supplies during prolonged droughts. Set up partnerships with regional water providers to coordinate resources.

Hazardous Waste and Toxic Release

Effective hazardous waste management reduces risks to people and places. This means addressing the safe disposal of industrial waste, management of contaminated sites, and minimizing the risks posed by toxic releases. State and federal regulations provide substantial safeguards for ongoing activities, with which businesses must comply. Also, regulations require remediation of contaminated areas.

Hazardous Waste and Toxic Release

Hazardous waste includes large quantity waste generators, transfer facilities that temporarily store waste, and transporters that move hazardous waste from one site to another. These sites are typically found in industrial areas and along transportation corridors. Waste byproducts might contain harmful chemicals, which could further contaminate air, water, and soil in proximate areas.

The South Coast Air Quality Management District (SCAQMD) collects emissions data from stationary sources of pollutants through the Air Toxics Hot Spots program. This identifies facilities having localized impacts to allow SCAQMD to ascertain health risks, notify nearby residents of significant risks, and reduce those significant risks to acceptable levels.

The Air Toxic Hot Spots program quantifies criteria and toxic pollutants. Criteria air pollutants are air pollutants for which acceptable levels of exposure can be determined and for which an ambient air quality standard has been set. Examples include ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, and PM_{10} and $PM_{2.5}$.[1] Toxic air pollutants (TAPs) are those pollutants that are known or suspected to cause cancer or other serious health effects, such as reproductive effects or birth defects, or to cause adverse environmental effects. Figure PS-6 identifies toxic release inventory polluters and Air Toxics Hot Spots emitters.

Living near a source of pollution can have significant detrimental effects through long-term exposure to contaminants in the air, water, and soil. Given the prevalence of industrial sites near residential areas in Compton, the risk of pollution-related health problems is increased in certain zones. As shown in Figure PS-7, residential uses lie within 500 feet and 1,000 feet of pollution sources, including Air Toxics Hot Spot emitters, toxic release inventory polluters, industrial uses, the Alameda Corridor diesel train emissions, and near freeways. The most notable areas of concern run along Alameda Street, I-710, and areas adjacent to industrial sites.

[1] PM means small particulate matter, with the suffix indicating the size of particulates in micrometers. Small particulate matter can become embedded in people's lungs, affecting respiratory function.

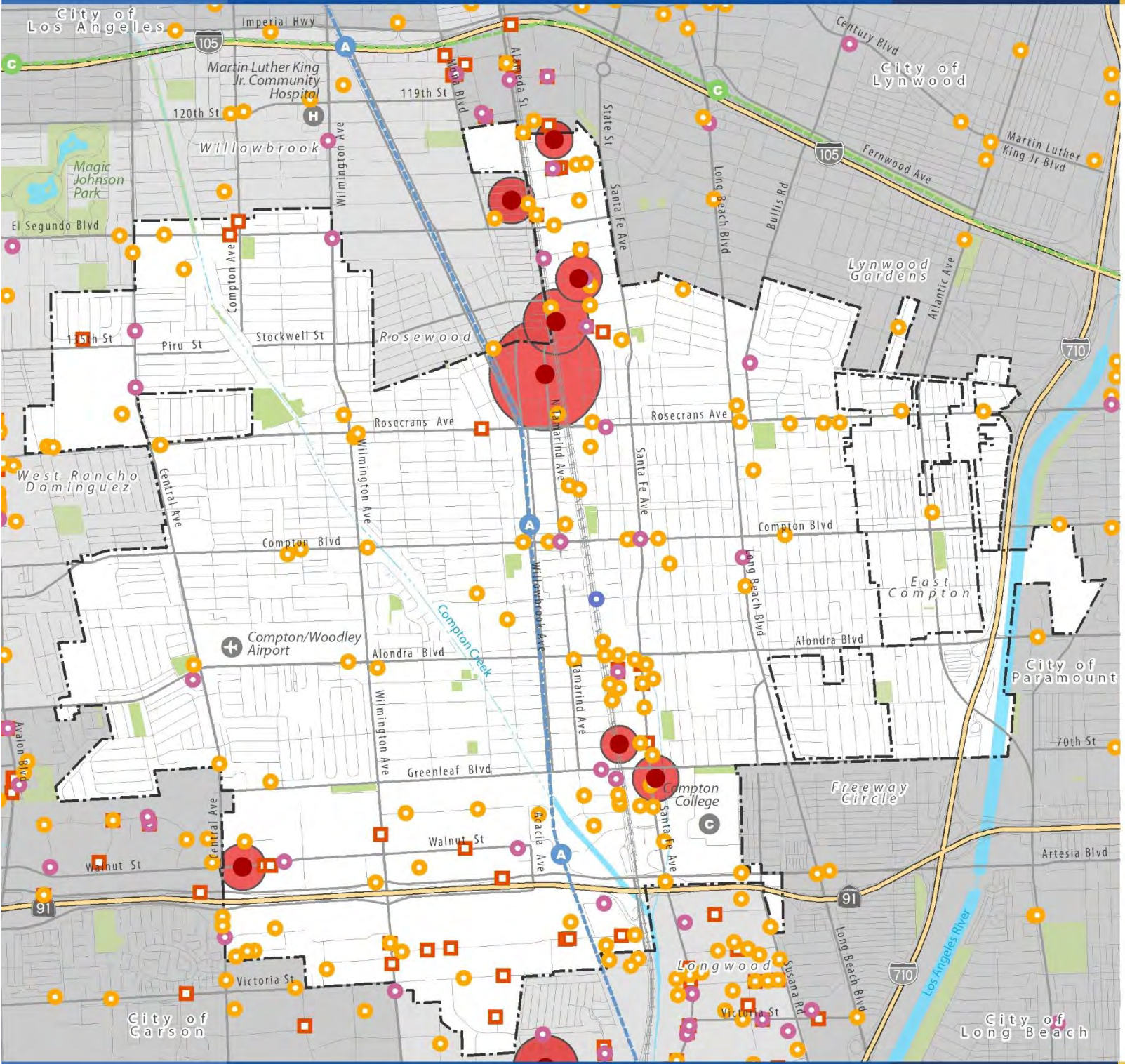


Figure PS-6
Hazardous Waste and Toxic Materials

Handling Hazardous Waste

- Large Quantity Generator
- Transfer Facility
- Transporter

Toxic Chemical Release

- Toxic Release Inventory (TRI)

Air Toxics 'Hot Spots' Program (Pounds per Year)

- 18 - 50
- 51 - 100
- 101 - 250
- 251 - 2,000
- 2,001 - 3,054

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Environmental Protection Agency, 2019; South Coast AQMD, Air Toxics 'Hot Spots' Program, 2021.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

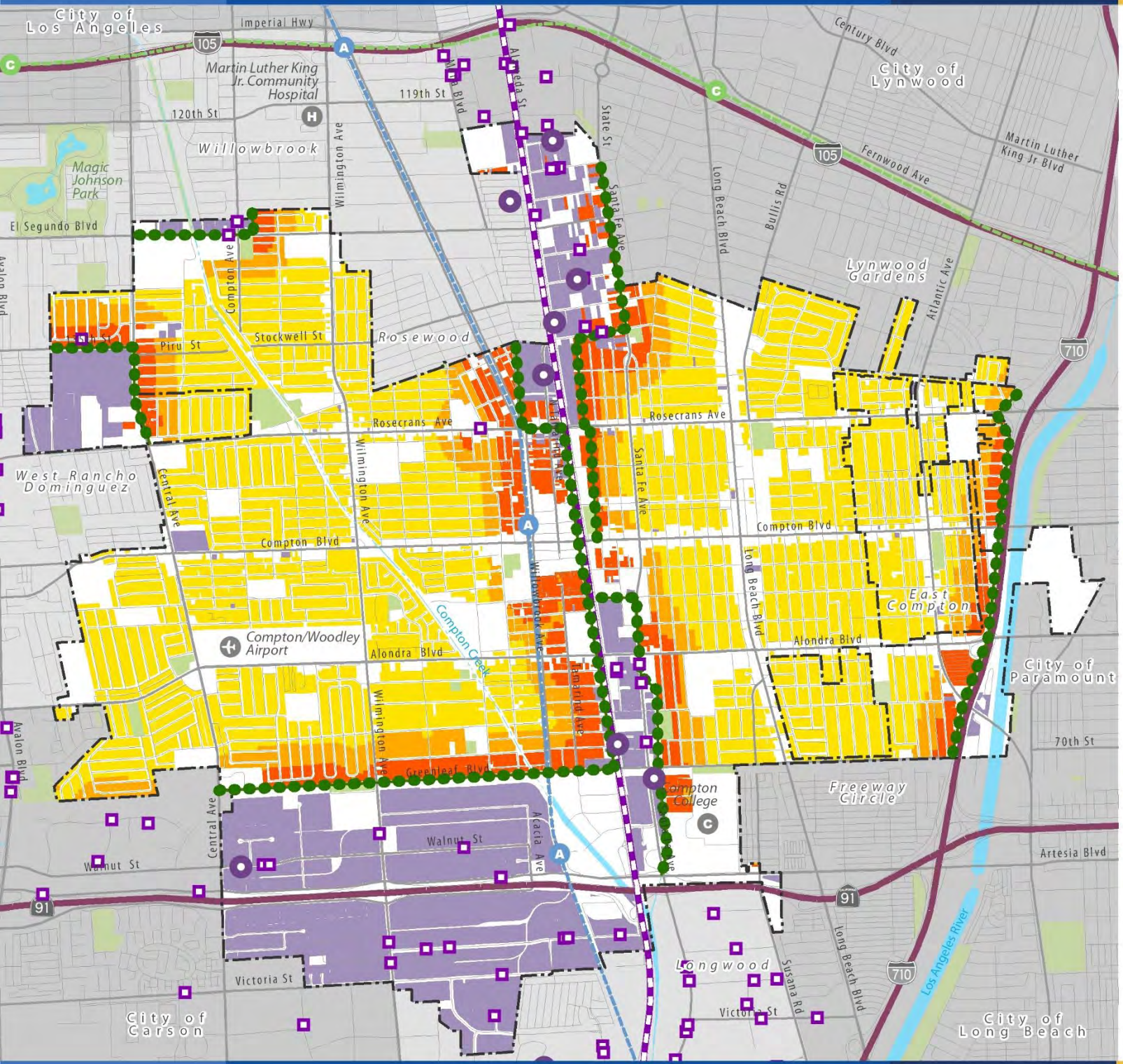


Figure PS-7
Industrial and Residential Use Proximity

Green Zone Buffer

- Green Zone Buffer

Pollution Sources

- Air Toxics 'Hot Spots' Program
- Toxic Release Inventory (TRI)
- Industrial Uses
- Alameda Corridor
- Freeways

Residential Use Proximity

- Within 500 feet of Pollution Source
- Within 1,000 feet of Pollution Source
- Residential Uses

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Environmental Protection Agency, 2019; South Coast AQMD, Air Toxics 'Hot Spots' Program, 2021.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Contaminated Sites

Contaminated sites pose serious health risks for adjacent populations, with threats of harmful elements infiltrating air, water, and soil. The federal Environmental Protection Agency (U.S. EPA) has designated certain sites as so-called Superfund sites, which refer to areas where hazardous waste has been dumped, stored improperly, or otherwise ill managed. These sites may include manufacturing facilities, processing plants, landfills, and mining sites.

A brownfield is a site that has a presence or potential presence of a hazardous substance, pollutant, or contaminant. Because of this, the land is harder and more expensive to develop and often requires more complicated procedures to ensure the health and safety of future occupants/users.

The U.S. EPA monitors underground storage tank systems (UST). Until the mid-1980s, most USTs were made of bare steel and thus were likely to corrode over time, allowing content to leak into the surrounding environment. Tanks may store hazardous materials like petroleum or harmful chemicals, which pose major concerns for potential groundwater contamination. In addition to affecting drinking water, a leaking UST poses fire and explosion risk depending on the contents.

Figure PS-8 identifies contaminated sites in Compton, together with surrounding sensitive uses.



Former Alondra Landfill site located on Alondra Boulevard just west of Central Avenue.

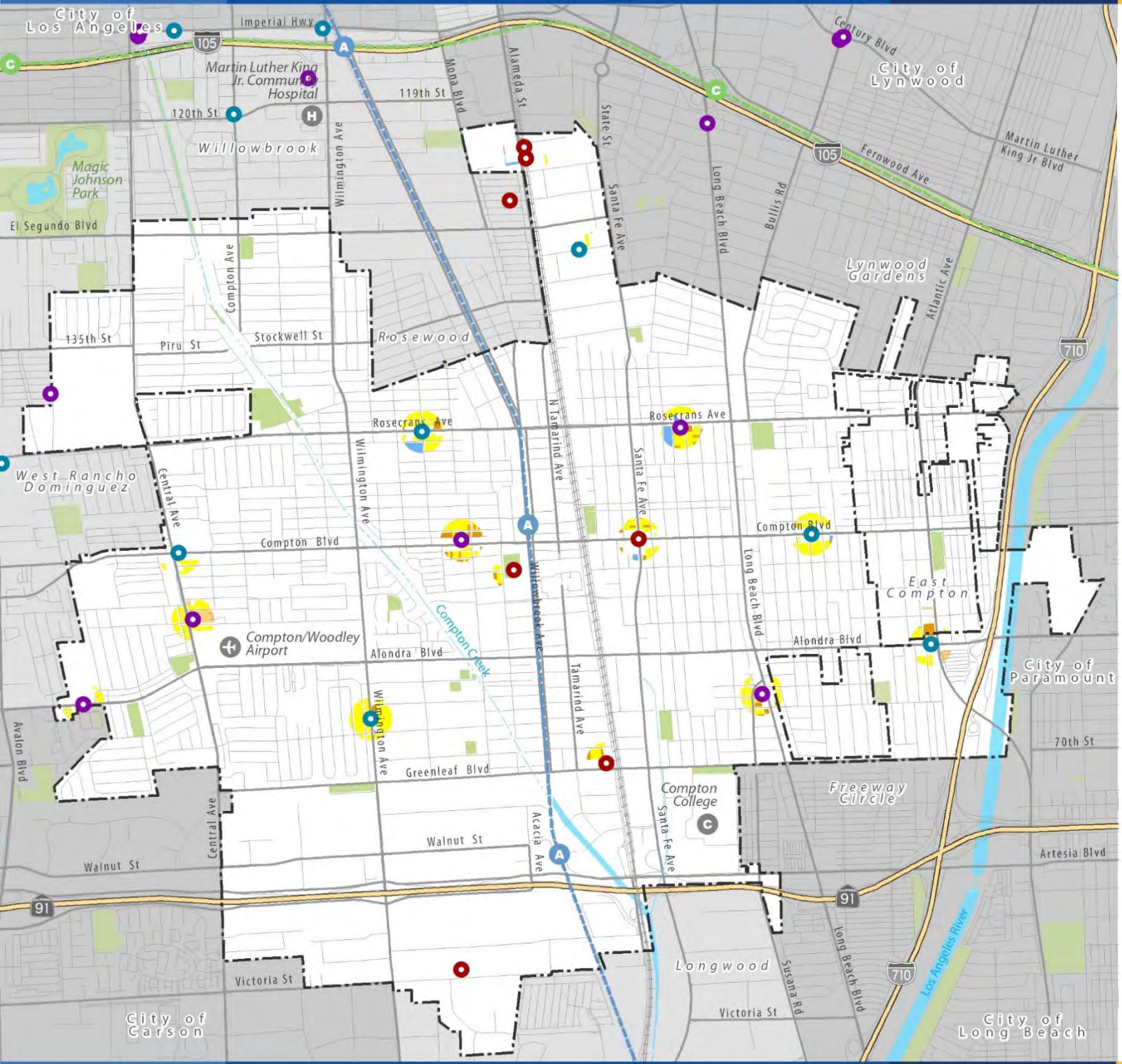


Figure PS-8
Contaminated Sites

Contaiminated Sites

- Superfund Sites (Non-National Priority List)
- Brownsfield Property
- Leaking Underground Tanks

Sensitive Uses within 500 Feet

- Single Unit Residential
- Mobile Home Park
- Multi-Unit Residential
- Schools/Education

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: City of Compton, 2022.
Map Date: Environmental Protection Agency, 2021.

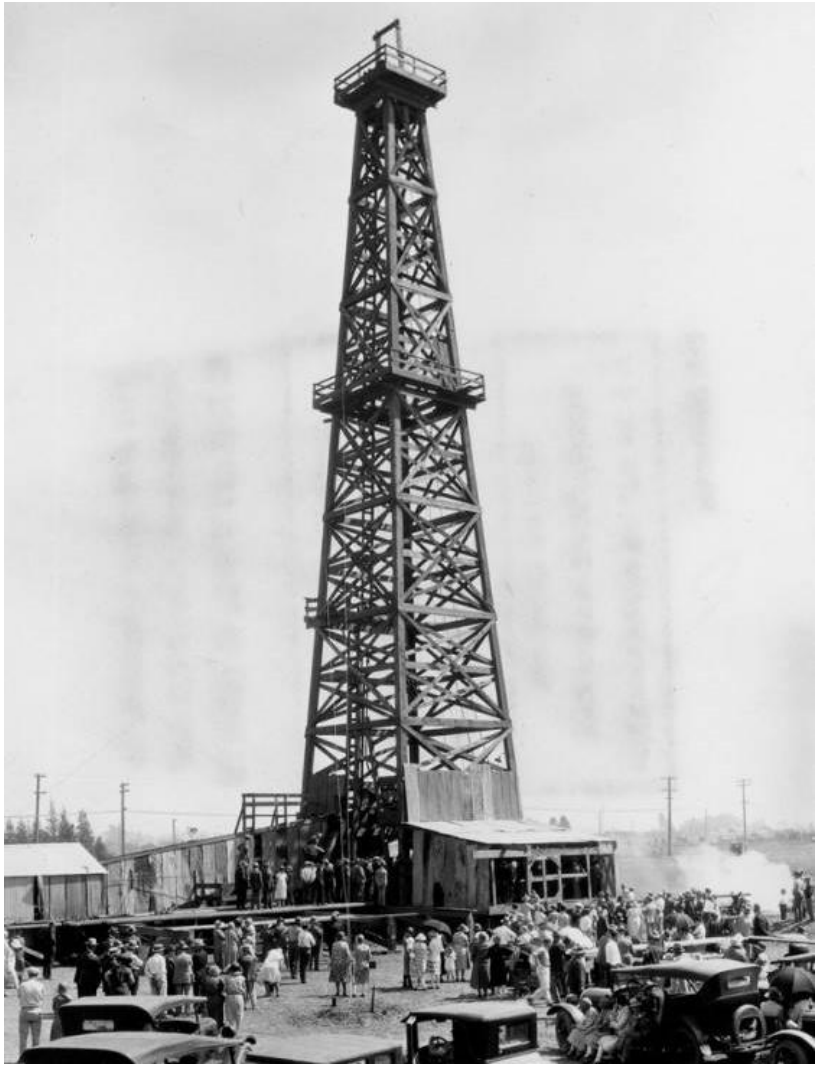
0 ¼ ½ ¾ 1 Mile

Oil Wells

The southern portion of Compton lies within the Dominguez Oil Field. The Dominguez Oil Field is a large oil field underneath the Dominguez Hills near the City of Carson and California State University, Dominguez Hills. It was a major oil producer from 1923 through 1960. An average of 300 barrels per day was produced from each of these wells up through the 1960s. After much of the oil was depleted, the land near the Dominguez field was repurposed and became the site of the California State University, Dominguez Hills. Starting in 2010, oil companies became interested in redeveloping the field using modern extraction technologies.

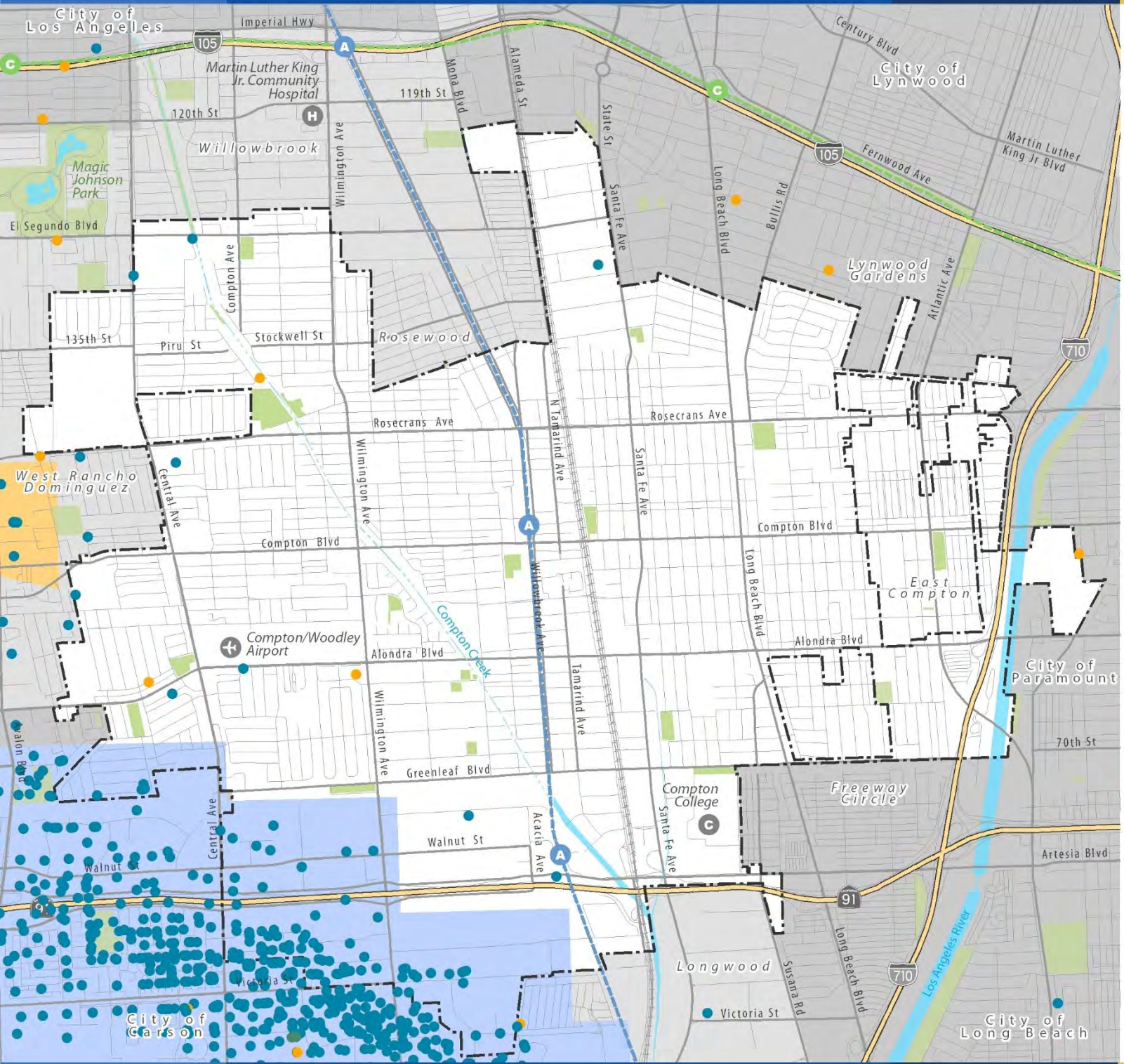
An active well is one which is currently in operation or may be restored to operation, with a capability to produce oil. Canceled represents canceled well permits prior to drilling. Idle represents idle wells, or wells not producing, but capable of being reactivated. Plugged represents plugged and abandoned wells that are permanently sealed. Figure PS-9 identifies oil well locations and their status. According to the data, there are five plugged wells and two idle wells. There were no actives wells as of 2021.

In California, idle oil wells—defined as those that have not been used for at least two years—must be properly sealed to prevent environmental contamination. The State's Geologic Energy Management Division (CalGEM) has introduced stricter regulations requiring wells to be tested, repaired, or permanently abandoned if not maintained. These efforts are designed to reduce the risk of contamination and protect groundwater resources.



A crowd gathered for an inauguration (spudding in) ceremony at an oil derrick ceremony in Compton in 1926.

Figure PS-9
Oil Wells



Oil Well Status

- Active
- Idle
- Plugged
- Canceled

Oil Field

- Dominguez
- East Rosecrans

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: California Department of Conservation, California Geologic Energy Management Division, 2021.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Approaches to Address Pollution and Hazards

The General Plan addresses health risks from nearby pollution by creating buffer zones, enforcing stricter land use, and enhancing monitoring and compliance for hazardous facilities. Partnerships with agencies like SCAQMD will improve air quality and emissions oversight, while regular health risk assessments and public alerts keep communities informed. Prioritizing environmental justice, the plan focuses on pollution reduction in impacted neighborhoods and natural solutions like green buffers to create safer, healthier spaces for residents.

- **Buffer Zones and Land Use Restrictions.** Establishing buffer zones and setbacks between industrial sites and residential areas will help limit residents' exposure to hazardous pollutants. By increasing setback requirements and restricting new hazardous facilities near homes, schools, and parks, the General Plan aims to create safer, healthier living environments.
- **Hazardous Waste Management and Compliance.** Rigorous inspection and compliance monitoring at hazardous waste facilities, especially those close to residential areas, are essential for preventing potential leaks or unsafe practices. Partnering with agencies like SCAQMD enhances regulatory enforcement and supports the adoption of advanced pollution control measures to protect public health.
- **Air Quality Monitoring and Emissions Reduction.** Installing community air monitoring systems near industrial corridors and highways provides real-time data and helps residents stay informed about local air quality. Working with SCAQMD, the City will enforce stricter emissions limits and promote clean technology to reduce pollutants from high-emission facilities.
- **Health Risk Assessment and Community Awareness.** Routine health risk assessments near toxic release sites and major transit routes will identify at-risk neighborhoods and inform safety measures. Through partnerships with agencies, the City will issue timely health advisories and organize educational workshops to empower residents in minimizing exposure.
- **Environmental Justice Initiatives.** Targeted pollution cleanup and reduction efforts in low-income, historically impacted neighborhoods aim to reduce environmental burdens and improve quality of life. Securing grants for air filtration, green spaces, and tree planting will further enhance air quality and mitigate urban heat effects in these communities. See the Environmental Justice Element for additional information and approaches.
- **Green Infrastructure and Vegetative Barriers.** Expanding tree planting and vegetative buffers along industrial corridors and highways will act as natural barriers, limiting the spread of airborne pollutants. Industrial facilities will be encouraged to incorporate green roofs and walls, which help absorb pollution and create healthier boundaries near residential areas.

Noise

Noise can be defined simply as unwanted or obtrusive sound. Persistent noise can adversely impact residents' health, comfort, and life quality. Primary local noise sources include traffic, industrial activities, and construction. Land uses most adversely affected by noise are residential neighborhoods, hospital, schools, and parks. The City's goal is to identify current and future noise levels, establish noise compatibility standards, and outline strategies for mitigation. This might include zoning regulations, noise barriers, and design standards that minimize exposure and promote safer, quieter neighborhoods.

Per State law, the fundamental goals of the Noise Element are to:

- Provide sufficient information concerning the community noise environment so that noise may be effectively considered in the land use planning process. The element must establish the policy framework for any community noise ordinance adopted to resolve noise complaints.
- Develop strategies for abating excessive noise exposure.
- Protect areas of the City with noise environments deemed acceptable and locations considered "noise sensitive," such as residences, schools, and hospitals.
- Define the community noise environment using standard measures such as the Community Noise Equivalent Level (CNEL) or Day-Night noise (Ldn) that account for heightened night-time noise sensitivity.

The Noise Element works together with the other General Plan elements to guide Compton toward a healthier 2045 by reducing noise exposure resulting from concentrations of vehicle traffic and heavy industry next to or within environmental justice communities—areas that already bear the burden of adverse health effects from air pollution. The Noise Element identifies strategies to mitigate long-standing noise conflicts and minimize future ones as new, denser infill residential and mixed-use development occurs.

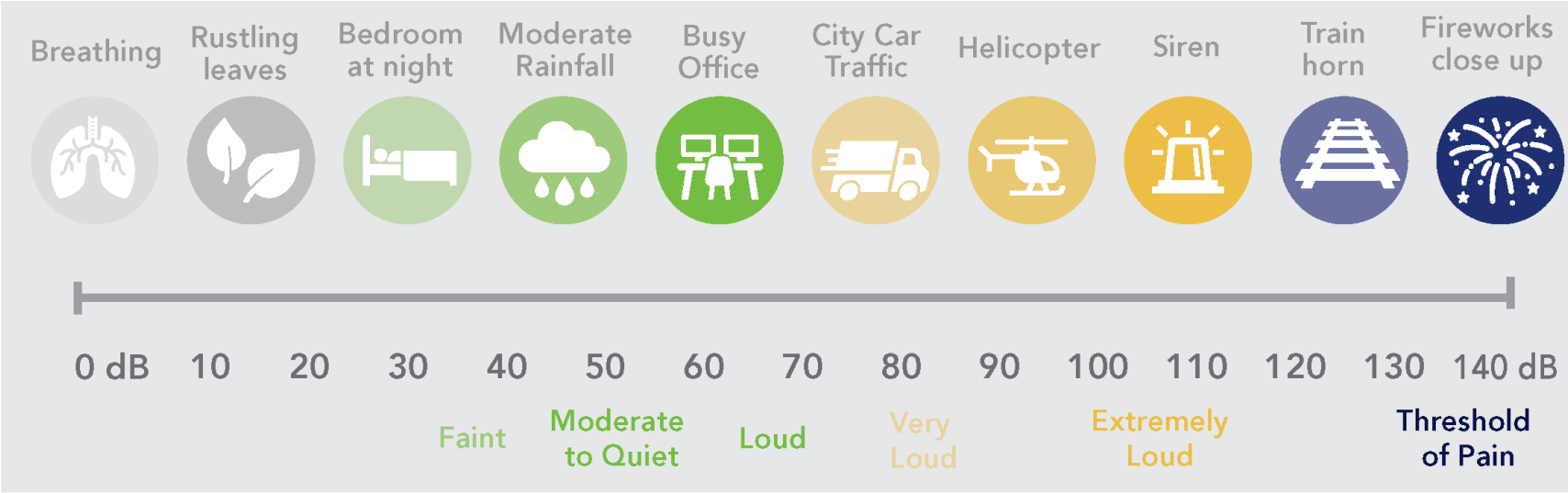


Measuring Noise

Noise, scientifically speaking, is a vibration that travels through air or water, reaching our eardrums. These vibrations are transmitted to the brain, where they are interpreted as sounds, we recognize, like a car horn, a dog barking, or a school bell. Sound is measured by its amplitude (loudness) and frequency (pitch), with decibels (dB) as the standard unit of measurement. To capture human perception across frequencies, planners use the A-weighted decibel scale (dBA). For reference, the noise level in a quiet bedroom is around 30 dBA and a helicopter is about 90 dBA. Anything above 85 dBA can be harmful (see Figure PS-10).

In Compton's community noise analysis, planners use metrics like Community Noise Equivalent Level (CNEL) and Ldn (day-night average sound level) to evaluate average noise levels over a 24-hour period, accounting for higher sensitivity to noise in the evening and nighttime by adding five decibels between 7:00 p.m. and 10:00 p.m., and 10 decibels from 10:00 p.m. to 7:00 a.m. These data are represented on contour maps, like Figure PS-11, which shows Compton's community noise conditions in 2024, helping to identify noise exposure zones and inform mitigation strategies.

Figure PS-10: Common Noise Levels



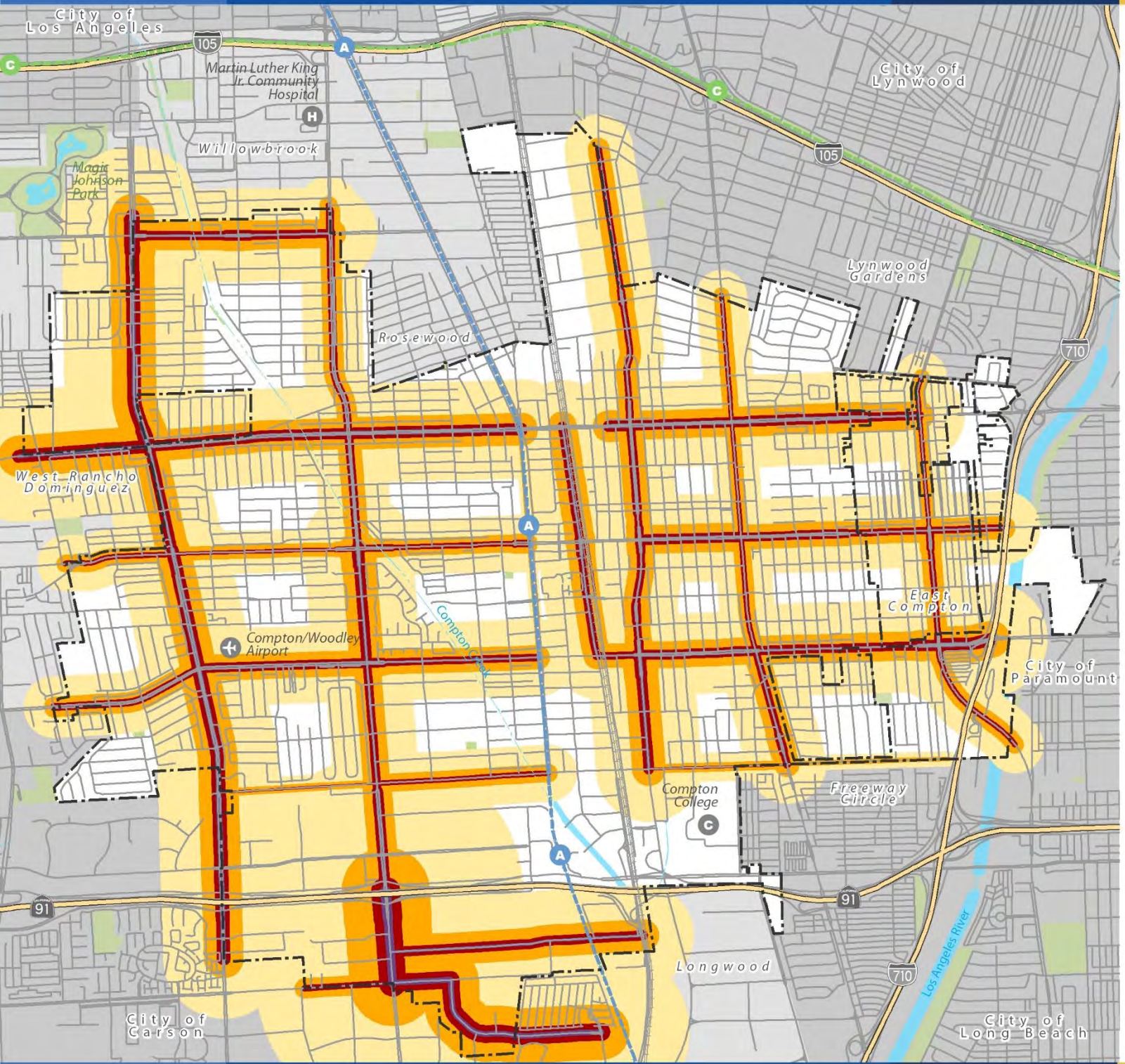


Figure PS-11: Baseline (2024) Noise Contours

Baseline (2024) - Community Noise Equivalent Level (CNEL)

- 75 CNEL
- 70 CNEL
- 65 CNEL
- 60 CNEL

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: MIG, 2024.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Noise Control in Compton

Community noise standards are guidelines or regulations set by local, State, or federal agencies to limit noise levels in residential, commercial, and public spaces to protect community health and well-being. These standards are designed to manage noise pollution, prevent disturbances, and reduce potential negative impacts such as hearing loss, stress, and sleep disruption.

Per Compton's Municipal Code (Section 30-24.6, Performance Standards, Noise), noise levels from discrete sources must not exceed 76 decibels on the CNEL scale at any property line. For residential properties, noise levels cannot exceed 55 CNEL at the property line. Additionally, noise levels within 100 feet of noise-sensitive land uses, such as hospitals, schools, and senior care facilities, must also not exceed 55 decibels CNEL.

In Compton, noise control regulations (Noise: Section 7-12 under Police Regulations) address a variety of sources to maintain peace and quiet in the community. Violations of noise provisions can result in misdemeanor charges and public nuisance actions, particularly if the noise causes discomfort or disrupts residents. Specific restrictions include prohibiting the operation of radios, televisions, musical instruments, or similar devices between 10 p.m. and 7 a.m. in residential areas if they exceed ambient noise by five decibels, as well as bans on selling by outcry except at licensed events and using drums or other devices to attract attention. Noise near schools, hospitals, and churches is restricted to avoid disruption, and the keeping of noisy animals or fowl is not allowed in residential areas. Additionally, machinery and equipment must not exceed a five-decibel increase over ambient noise levels. These provisions are designed to protect residents from excessive noise and maintain a peaceful environment.

Table PS-2: Noise Land Use Compatibility Guidelines

Noise Receptor (Land Use)	Maximum Exterior Noise Level from Property Lines (CNEL)
Residential	55
Schools, Libraries, Religious institutions, Hospitals, Nursing Homes, Community Care Facilities	55
Mixed Use	65
Transient Lodging (Hotel/Motel)	70
Theaters	70
Playground and Parks	70
Office Buildings and Business Commercial	70
Industrial, Manufacturing, and Utilities	75

Notes:

1. *The noise level standard is the maximum level which may be imposed upon the referenced land use. For a proposed use not listed on the table, the City uses the noise exposure standards for the nearest similar use.*
2. *Noise standards for interior noise levels are established by various State and federal regulations, including Title 24 of the California Health and Safety Code and occupational health and safety regulations.*

Physical Effects of Noise

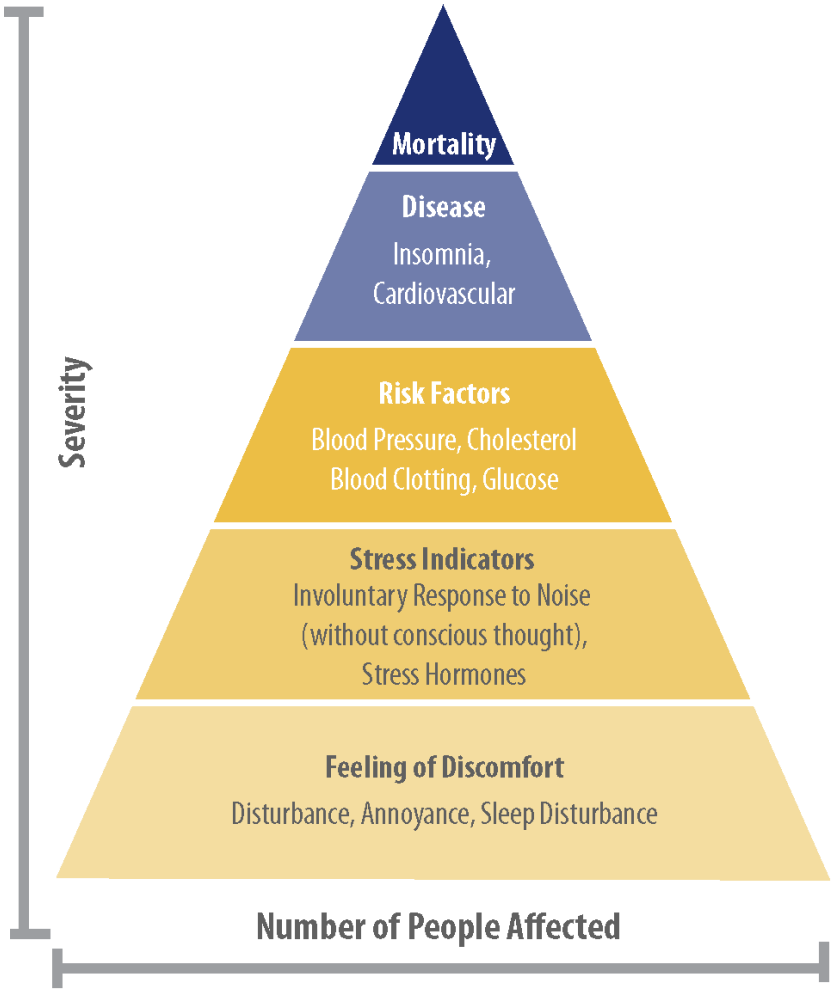
Exposure to loud noise levels can adversely impact a person's health. Studies have shown that:

- Extended periods of noise exposure above 90 dBA can result in permanent cell damage, which is the main driver for employee hearing protection regulations in the workplace.
- Prolonged exposure to noise levels higher than 85 dBA will begin to physically damage human hearing.
- Prolonged exposure to noises exceeding 75 dBA can increase body tension, thereby affecting blood pressure and functions of the heart and nervous system.

The California Noise Control Act (Health and Safety Code 46000-46080) declares that "excessive noise is a serious hazard to the public health and welfare" and recognizes that "exposure to certain levels of noise can result in physiological, psychological, and economic damage." This act establishes as a matter of public policy that "all Californians are entitled to a peaceful and quiet environment without the intrusion of noise which may be hazardous to their health or welfare."

Noise pollution can significantly impact human health and well-being, particularly in residential areas near sources like industry, freeways, railroads, and noisy neighbors. Chronic exposure to high noise levels can lead to sleep disturbances, stress, cardiovascular issues, and impaired cognitive function. The noise effect hierarchy classifies these impacts based on severity, starting with minor annoyances or disruptions, progressing to sleep and communication interference, and at the highest levels, potential physical health risks. severe impacts first to improve overall quality of life in affected communities (see Figure PS-12).

Figure PS-12: Physical Effects of Noise



Sources of Community Noise

By understanding the sources of noise in Compton, the City can implement policies that effectively address these issues.

Vehicles

Vehicle noise, generated by a mix of engine, exhaust, tire, and aerodynamic factors, remains a key contributor to urban noise, with tire/pavement interaction accounting for up to 90 percent of vehicle noise. Although the City cannot control noise from adjacent freeways, capital improvement projects such as sound walls along freeways and careful street resurfacing can reduce tire/pavement noise on City streets while balancing the durability needed for heavy truck use.

Transit: Light Rail

Light rail noise in Compton can impact nearby neighborhoods, especially in areas close to rail stations, tracks, and crossings. Noise from light rail operations primarily includes sounds from train engines, wheels interacting with tracks, braking systems, and, at times, warning signals and horns at street-level crossings. To mitigate these impacts, noise reduction measures such as installing sound barriers, using quieter rail technologies, and implementing regular track maintenance can help reduce noise levels. Additionally, restricting horn usage near residential areas, where possible, can further alleviate disturbances, supporting a more harmonious coexistence between light rail systems and the surrounding community.

Goods Movement: Trucks and Freight Trains

Compton's role as a key hub in the goods movement network brings significant train traffic through the City, particularly along the Alameda Corridor, a vital artery for freight transit. The Alameda Corridor, designed to streamline the movement of goods from the ports of Los Angeles and Long Beach, is engineered below grade as it passes through Compton, which helps to mitigate noise and visual impacts on surrounding communities. By routing freight trains below the surface, the corridor reduces the sound levels experienced in nearby neighborhoods compared to traditional rail lines, as much of the noise is contained within the trench. However, while this design minimizes some noise, vibrations and occasional traffic disruptions at surface-level crossings can still affect residents. The corridor's below-grade design is a critical feature, enabling more efficient freight movement through Compton while balancing the need for livability in adjacent communities.

In Compton, freight trains operating on elevated subdivision rail branches contribute to noise impacts in surrounding areas. The elevated tracks help reduce traffic congestion but can generate significant noise from train operations, affecting nearby residential and commercial zones. These noise levels, especially during night-time operations, can disrupt the quality of life for residents and businesses.



Compton/Woodley Airport

Noise from Compton Woodley Airport is a consideration for surrounding neighborhoods. As an active general aviation airport, Compton/Woodley experiences a variety of aircraft operations, including takeoffs, landings, and training flights, which contribute to the overall noise levels in the vicinity. The sound of aircraft engines, especially during peak operational hours, can be disruptive, with smaller planes often producing noise that can reach levels comparable to larger commercial aircraft, particularly during takeoff and landing.

To mitigate the potential negative impacts of aircraft operations and improve compatibility with nearby communities, the Department of Public Works implements a proactive noise mitigation program that includes designated visual sight rules (VFR) flight paths, operational restrictions, and limitations on activities during specific hours. In recognition of the communities surrounding the County-owned airports, pilots are encouraged to operate their aircraft as quietly as possible, while still adhering to safety protocols and federal Air Traffic Control instructions.

All aircraft operating at Compton/Woodley Airport are required to adhere to specific flight patterns to ensure safety and minimize noise impacts on surrounding communities. Aircraft must fly the landing pattern south of the airport, as flight patterns to the north are prohibited.

Pilots are expected to broadcast their intentions on the Compton Unicom/Traffic frequency while operating at the airport. Touch-and-go landings are not permitted, and there is a restriction on traffic pattern practice between 10 p.m. and 7 a.m. Additionally, aircraft should not linger on the runway; if a delay occurs, pilots must taxi clear of the runway promptly.

Helicopters are prohibited from air-taxiing or hovering over people, vehicles, or other aircraft nearby. When approaching runways, pilots are cautioned avoid the school located one-half a mile east of the runway centerline. Straight-in approaches or departures are not recommended to enhance safety and community compatibility.

Furthermore, helicopters must not engage in hover-taxi, air-taxi, full down auto-rotations, or run-on landings on any runway, taxiway, ramp, or non-movement area, such as the grass infield, unless specifically authorized in writing by the Director of Aviation for the County of Los Angeles.



Industrial Businesses

Industrial noise in Compton, particularly from manufacturing, warehousing, and processing facilities, can significantly affect nearby residential areas. Common noise sources include heavy machinery, loading and unloading activities, truck traffic, and equipment like compressors and HVAC systems, which often operate continuously. This noise is particularly challenging because of its potential for high volume and irregular timing, sometimes occurring during nighttime hours.

To mitigate the impacts, the City's noise policies encourage measures such as soundproofing, installing barriers, and setting operational hour restrictions in areas near residential neighborhoods. Additionally, implementing noise-dampening technologies and maintaining equipment can help reduce noise pollution, promoting improved conditions for residents while allowing industrial businesses to operate effectively.

Addressing industrial noise next to residential neighborhoods involves a combination of regulatory measures, technological solutions, and community engagement. Key strategies include:

- **Noise Barriers and Buffer Zones**: Require construction of physical barriers like walls or berms between industrial sites and residential areas to reduce noise transmission. Landscaping with trees or shrubs can also help absorb sound.
- **Soundproofing and Equipment Modifications**: Encourage or mandate noise-reducing technologies in industrial equipment, such as quieter machinery or mufflers, to limit noise at the source.
- **Operational Adjustments**: Implement restrictions on noise-intensive activities during night-time or early morning hours, when residents are most likely to be disturbed. Staggering shifts or operations can also minimize impact.
- **Zoning and Land Use Planning**: Enforce zoning laws that separate industrial and residential areas and explore transitional zones with buffer areas between noisy industries and homes.
- **Community Outreach and Communication**: Engage residents in discussions about noise impacts and potential solutions. Offer noise-reduction programs, such as sound insulation for homes near industrial areas, and provide avenues for filing complaints or reporting excessive noise.
- **Regular Monitoring and Enforcement**: Establish regular noise monitoring to ensure industrial sites comply with the noise ordinances and take corrective actions when necessary.



Conditions to Consider Moving Forward

In Compton, exterior noise conditions expected to remain a focus include freight rail traffic along the Alameda Corridor, activity at light rail stations and trains, truck traffic on major routes, arterial road noise, helicopter and aircraft operations at Compton/Woodley Airport, and vehicles traveling on Interstate I-710 and SR-91. Evaluating the cumulative impact of these noise sources involves monitoring community noise levels over time using CNEL contour maps. Figure PS-13 illustrates projected noise conditions in Compton for 2045 based on anticipated increases in traffic, train activity, and industrial operations linked to land use growth identified in the Land Use Element. Over time, most areas of Compton are expected to experience noise levels exceeding 65 CNEL due to growing train activity and modest increases in roadway traffic volumes. This underscores the importance of advancing strategies such as promoting electric vehicle adoption and implementing changes in rail operations to mitigate noise impacts.

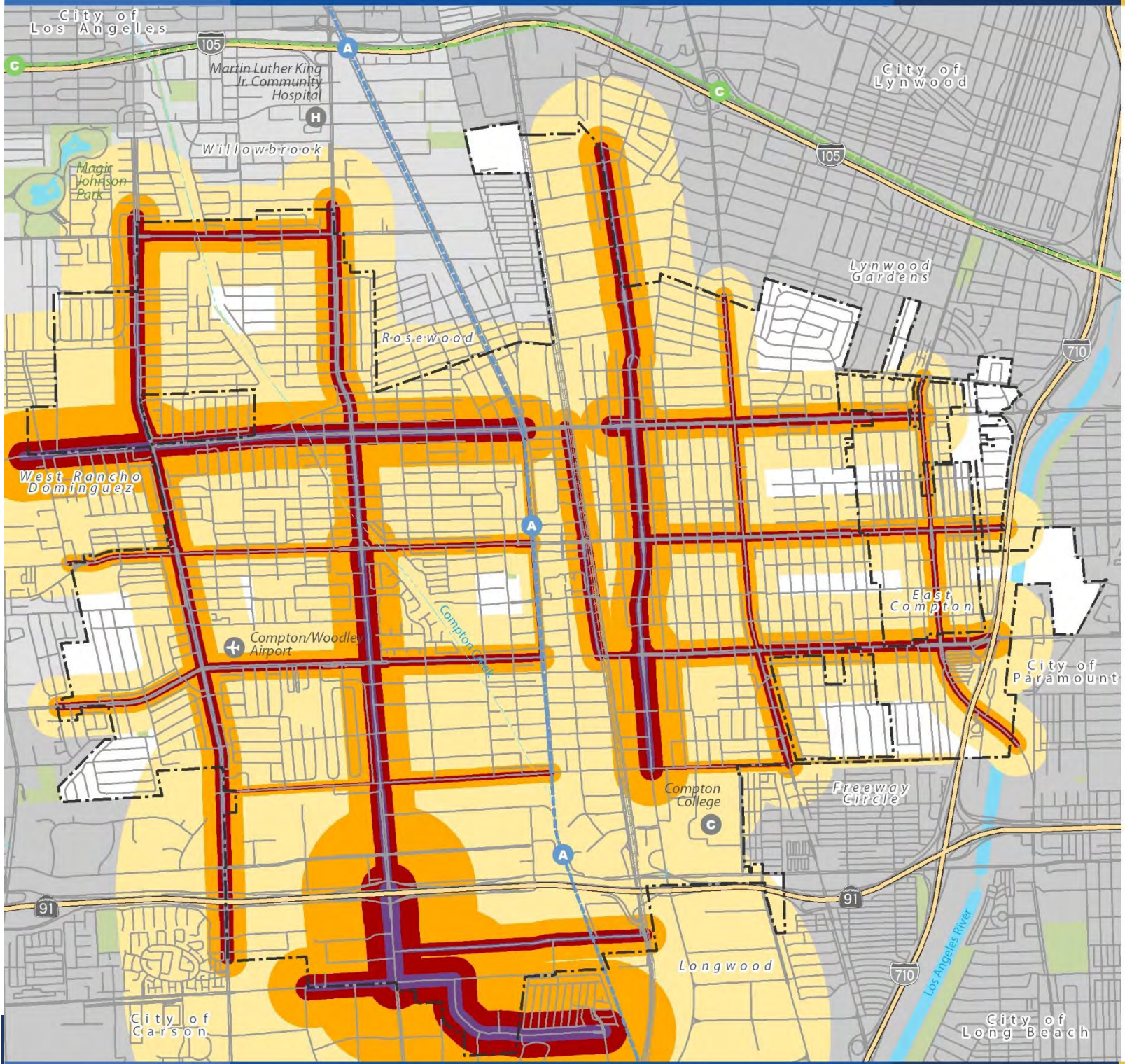


Figure PS-13: Future Noise Contours

Baseline (2024) - Community Noise Equivalent Level (CNEL)

- 75 CNEL
- 70 CNEL
- 65 CNEL
- 60 CNEL

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: MIG, 2024.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Public Safety Goals and Policies

The paramount goal regarding public safety is creating a City where residents, businesses, and visitors feel comfortable and secure in their environments. Through proactive planning and strategic measures, the City endeavors to mitigate risks, foster resilience, and ensure a safe and secure environment for all community members.

Police Services and Crime

GOAL PS-1: EFFECTIVE CRIME PREVENTION AND PUBLIC SAFETY INITIATIVES

Policy PS-1.1: **Law Enforcement Staffing Levels.** Provide adequate law enforcement staffing levels (at a minimum ratio of one officer per 1,000 population) to effectively address and reduce crime.

Policy PS-1.2: **Community Policing Partnerships.** Establish partnerships and collaborative initiatives between law enforcement agencies, community organizations, residents, businesses, schools, and other stakeholders to address public safety concerns and crime prevention priorities.

Policy PS-1.3: **Engagement.** Foster regular communication, dialogue, and collaboration between Sheriff officers and community members through community meetings, neighborhood watch programs, and community events.

Policy PS-1.4: **Data-Driven Decision.** Engage in data-driven decision-making and evidence-based practices to deploy resources effectively, prioritize interventions, and measure the impact of crime prevention initiatives.

Policy PS-1.5: **Youth Engagement and Outreach.** Conduct outreach and educational initiatives to raise awareness about after-school activities, sports leagues, mentorship programs, job training, and available resources among younger residents.

Policy PS-1.6: **Volunteer Crime Prevention Approaches.** Provide opportunities for community members to participate in crime prevention efforts, volunteer programs, and resident academies to allow residents to play an active role in promoting public safety.

Policy PS-1.7: **Problem-Oriented Policing.** Coordinate with the Sheriff's Department to establish problem-oriented policing strategies to address specific crime problems and community concerns through collaborative problem-solving efforts involving LASD officers, residents, and relevant stakeholders.

Policy PS-1.8: **Crime Patterns.** Develop tailored responses and interventions to prevent recurring crime patterns, disorderly conduct, nuisance properties, and other public safety challenges identified through community input and data analysis.

Policy PS-1.9: **Crime Prevention Design.** Promote the design of well-lit, pedestrian-friendly environments with clear sightlines, defined activity nodes, and natural surveillance opportunities to discourage criminal behavior and increase feelings of safety.

Policy PS-1.10: **Safe and Accessible Public Spaces.** Design public spaces, parks, streetscapes, and recreational facilities with features that promote safety, such as clear signage, visible entrances and exits, and unobstructed pathways, to enhance user comfort and security.

Policy PS-1.11: **Crime Prevention Through Environmental Design (CPTED).** Apply CPTED principles to site planning and development projects to optimize natural surveillance, minimize potential hiding spots, and enhance territorial reinforcement through strategic placement of buildings, landscaping, and site amenities.

Policy PS-1.12: **Active Mixed-Use Design.** Encourage mixed-use developments, active storefronts, and vibrant public spaces that promote social interaction, community engagement, and informal surveillance to reduce crime and improve neighborhood safety.

Policy PS-1.13: **Safe Parking Facilities.** Design parking facilities, parking lots, and parking structures with safety-enhancing features, such as adequate lighting, clear signage, and surveillance cameras, to reduce the risk of vehicle-related crimes and improve parking security.

Fire Services

GOAL PS-2: PROMPT, EFFECTIVE EMERGENCY RESPONSE AND FIRE SUPPRESSION SERVICES TO PROTECT LIFE AND PROPERTY

Policy PS-2.1: **Fire Prevention Programs.** Develop and implement comprehensive fire prevention programs that target high-risk areas, vulnerable populations, and fire-prone environments through public education, outreach, and enforcement efforts.

Policy PS-2.2: **Proactive Measures for the Public.** Distribute informational materials, brochures, and safety guides on topics such as smoke alarm installation, fire escape planning, and fire extinguisher use to empower individuals and families to take proactive measures to protect themselves and their communities.

Policy PS-2.3: **Fire Safety Training and Workshops.** Provide fire safety training sessions, workshops, and seminars for residents, business owners, landlords, tenants, and building managers to enhance their knowledge of fire prevention, detection, and evacuation procedures.

Policy PS-2.4: **Code Compliance and Enforcement.** Enforce compliance with fire safety codes, regulations, and standards governing building construction, occupancy classification, fire protection systems, and emergency access requirements to minimize fire risks and ensure occupant safety.

Policy PS-2.5: **Safety Inspections.** Coordinate with the Fire Department to provide routine fire safety inspections, plan reviews, and permit approvals for new construction, renovations, and special events to verify compliance with fire code requirements and identify opportunities for improvement.

Policy PS-2.6: **Emergency Response Planning.** Develop and maintain comprehensive emergency response plans and procedures for fire-related incidents, including structure fires, wildland fires, high rise buildings, hazardous materials incidents, and other emergencies requiring firefighter intervention.

Policy PS-2.7: **Fire Personnel Training.** Conduct regular drills, exercises, and training sessions to test emergency response capabilities, enhance coordination among first responders, and evaluate the effectiveness of response protocols.

Policy PS-2.8: **Fire Protection Services.** Ensure adequate Fire Department staffing levels to evaluate fire station locations, response times, coverage areas, and personnel ratios, providing comprehensive safety and protection services to support existing and future population growth.

Policy PS-2.9: **Fire Station Expansion.** Consider factors such as population density, building occupancy types, geographic features, and transportation infrastructure when determining fire station placement and resource allocation priorities.

Policy PS-210: **Fire Station Evaluation.** Evaluate building systems, infrastructure components, and facility conditions on a regular basis to inform modernization priorities and resource allocation decisions.

Policy PS-2.11: **Fire Station Modernization.** Ensure that modernization projects for older fire stations comply with applicable building codes, fire safety standards, accessibility requirements, and regulatory mandates governing facility construction, renovation, and occupancy to safeguard the health, safety, and welfare of occupants and the public.

Policy PS-2.12: **Fire Apparatus and Equipment.** Maintain a fleet of well-equipped fire apparatus, including engines, trucks, ambulances, and specialized vehicles, to support fire suppression, rescue operations, and emergency medical services delivery to support existing and future population growth.

Policy PS-2.13: **Safety Training.** Ensure that Fire Department personnel are trained in the proper operation, maintenance, and deployment of firefighting equipment, tools, and apparatus to maximize operational readiness, effectiveness.

Policy PS-2.14: **Mutual Aid and Regional Collaboration.** Participate in mutual aid agreements, cooperative fire protection agreements, and regional fire task forces to facilitate resource sharing, mutual assistance, and collaborative

response efforts with neighboring jurisdictions and regional fire agencies.

Policy PS-2.15: **Regional Coordination.** Coordinate with regional emergency management agencies, law enforcement agencies, and other public safety partners to ensure seamless integration of emergency response activities and effective interagency communication during large-scale emergencies.

Natural Hazards

GOAL PS-3: REDUCED RISK OF DAMAGE AND LOSS OF LIFE FROM SEISMIC EVENTS

Policy PS-3.1: **Geologic Studies**: Require site-specific geotechnical investigations and geotechnical reports for any proposed development projects within seismic hazard zones and to determine the need for structural design or modification to ensure safer development.

Policy PS-3.2: **Seismic Retrofitting**: Require seismic retrofitting of vulnerable buildings, including unreinforced masonry structures and soft-story buildings, to improve structural integrity and reduce the risk of collapse during earthquakes.

Policy PS-3.3: **Building Code Compliance**: Enforce strict adherence to seismic-resistant building codes and standards in new construction, renovation, and retrofitting projects to ensure the structural safety and integrity of buildings.

Policy PS-3.4: **Liquefaction Hazards Disclosure**: Ensure public disclosure of liquefaction hazards and associated risks to prospective property buyers, developers, and occupants through property disclosure statements, land use planning documents, and public information campaigns, pursuant to Natural Hazards Disclosure Act.

Policy PS-3.5: **Public Education and Outreach**: Provide educational resources and outreach programs to raise awareness about seismic risks, preparedness measures, and retrofitting options for property owners, tenants, and community stakeholders.

Policy PS-3.6: **Emergency Preparedness**: Develop and implement emergency response plans and procedures to ensure effective coordination and response to seismic events, including evacuation routes, shelter locations, and communication protocols. Ensure these plans and procedures are easily accessible to the community.

Policy PS-3.7: **Emergency Preparedness**: Conduct regularly scheduled emergency operation center drills and conduct outside to training to enable employees to become more proficient in emergency operations and coordination with other agencies.

GOAL PS-4: MITIGATED IMPACTS OF FLOODING AND REDUCED RISK OF PROPERTY DAMAGE, INFRASTRUCTURE DISRUPTION, AND PUBLIC SAFETY HAZARDS THROUGH COMPREHENSIVE FLOOD HAZARD MANAGEMENT STRATEGIES

Policy PS 4.1: **Floodplain Management Regulations.** Establish and enforce floodplain management

regulations to restrict development in flood-prone areas, promote floodplain preservation, and minimize exposure to flood hazards.

Policy PS-4.2: **Stormwater Management.** Implement stormwater management strategies, such as green infrastructure, detention basins, and flood control channels, to reduce the risk of urban flooding and improve drainage during heavy rainfall events.

Policy PS-4.3: **Flood Warning Systems.** Implement flood warning systems and emergency alert mechanisms to provide timely and accurate information to residents and businesses in flood-prone areas, enabling them to take proactive measures to protect life and property.

Policy PS-4.4: **Floodplain Mapping and Risk Assessment.** Conduct comprehensive floodplain mapping and risk assessments to identify areas at high risk of flooding, prioritize mitigation efforts, and inform land use planning and development decisions.

Policy PS-4.5: **Floodplain Restoration and Habitat Enhancement.** Restore and enhance natural floodplain areas, wetlands, and riparian habitats within Compton Creek to provide natural flood protection, improve water quality, and enhance ecosystem resilience to flooding and climate change impacts.

Policy PS-4.6: **Community Outreach and Education.** Engage residents, property owners, businesses, and stakeholders through outreach, education, and public awareness campaigns to raise awareness about flood hazards, preparedness measures, and floodplain management strategies.

Climate Adaptation

GOAL PS-5: COMMUNITY PREPAREDNESS TO EXTREME WEATHER EVENTS AND HEATWAVES

Policy PS-5.1: **Climate Resilience Planning.** Develop and implement climate resilience plans and adaptation strategies that integrate risk assessments, hazard mapping, vulnerability analyses, and scenario planning to prioritize actions and investments that enhance community resilience and protect public safety.

Policy PS-5.2: **Climate Adaptation Strategies.** Incorporate climate adaptation measures, green infrastructure solutions, land use planning strategies, and emergency response protocols into local planning processes, policies, and regulations to reduce climate-related risks and promote sustainable development.

Policy PS-5.3: **Emergency Response and Disaster Preparedness.** Enhance emergency response capabilities, disaster preparedness plans, and evacuation protocols to address climate-related emergencies, such as heatwaves and flash floods, and protect public safety during extreme weather events.

Policy PS-5.4: **Emergency Coordination.** Coordinate with emergency management agencies, first

responders, community organizations, and regional partners to develop coordinated response plans, mutual aid agreements, and resource sharing protocols for climate-related disasters and emergencies.

Policy PS-5.5: **Heat Safety Outreach and Education.** Conduct heat safety outreach campaigns, public awareness initiatives, and educational programs to inform residents, caregivers, and outdoor workers about the risks of heat-related illnesses, heat exhaustion, and heatstroke, and promote preventive measures to stay safe during heatwaves.

Policy PS-5.6: **Cooling Centers.** Identify and designate cooling centers, public facilities, and community spaces as cooling refuge locations where residents can seek relief from extreme heat and access hydration, air conditioning, and other cooling amenities during heatwave events.

Policy PS-5.7: **Cooling Centers Coordination.** Coordinate with local agencies, non-profit organizations, and faith-based institutions to activate cooling centers, extend operating hours, and expand capacity as needed to accommodate increased demand during periods of high heat and heatwave emergencies.

Policy PS-5.8: **Vulnerable Population Support Services.** Provide targeted support services and outreach efforts to vulnerable populations, including seniors, individuals experiencing homelessness, low-income households, and individuals with disabilities, to ensure equitable access to heatwave preparedness resources, assistance programs, and emergency services.

Policy PS-5.9: **Wellness Checks.** Partner with social service agencies, healthcare providers, and community organizations to conduct outreach, offering assistance with transportation, hydration, and access to cooling resources during heatwave events.

Pollution Hazards

GOAL PS-6: MINIMIZED RISKS ASSOCIATED WITH THE STORAGE, HANDLING, AND TRANSPORTATION OF HAZARDOUS MATERIALS TO PROTECTING PUBLIC HEALTH, SAFETY, AND THE ENVIRONMENT FROM POTENTIAL HAZARDS

Policy PS-6.1: **Hazardous Materials Inventory.** Require businesses, industrial facilities, and storage facilities to maintain an inventory of hazardous materials stored, used, or transported on-site, including quantities, types, and storage locations.

Policy PS-6.2: **Hazardous Materials Handling Practices.** Implement best management practices for the safe handling, storage, and disposal of hazardous materials, including proper labeling, containment, and emergency response procedures.

Policy PS-6.3: **Training Programs.** Provide training and certification programs for employees and facility operators to ensure competency in hazardous

materials management and spill prevention measures.

Policy PS-6.4: **Emergency Response Planning.** Develop and implement emergency response plans and procedures for hazardous materials incidents, including spill response protocols, evacuation routes, and coordination with first responders and emergency management agencies.

Policy PS-6.5 **Hazards Training.** Conduct regular drills, exercises, and training sessions to test emergency response capabilities and improve preparedness for hazardous materials emergencies.

Policy PS-6.6: **Regulatory Compliance and Enforcement.** Enforce compliance with federal, State, and local regulations governing the use, storage, and transportation of hazardous materials, including permitting requirements, reporting obligations, and inspection protocols.

Policy PS-6.7: **Inspections and Audits.** Consult with appropriate agencies to ensure routine inspections and audits of facilities handling hazardous materials are being conducted to verify compliance with regulatory requirements.

Policy PS-6.8: **Hazardous Waste Regulation.** Consult with appropriate agencies to regulate the generation, storage, treatment, and disposal of hazardous wastes from industrial, commercial, and residential sources to prevent environmental contamination and human exposure to toxic substances.

Policy PS-6.9: **Hazardous Waste Disposal.** Promote hazardous waste minimization, recycling, and proper disposal practices through public education campaigns, incentives for waste reduction, and hazardous waste collection events.

Policy PS-6.10: **Contaminated Site Remediation.** Require property owners to remediate contaminated sites, including brownfields, landfills, and abandoned industrial properties to mitigate environmental risks, restore ecosystem health, and facilitate site redevelopment and reuse.

Policy PS-6.11: **Contamination Risks.** Consult with regulatory agencies, environmental consultants, and property owners to assess contamination risks, develop remediation plans, and implement cleanup actions in accordance with applicable regulations and standards.

Noise

GOAL PS-7: STREET AND FREEWAY ENVIRONMENTS THAT REDUCE NOISE IMPACTS AND ENHANCES COMMUNITY WELL-BEING

Policy PS-7.1: **Traffic-Calming Measures.** Use traffic-calming designs, such as speed tables and roundabouts, to reduce noise from speeding vehicles in residential neighborhoods.

Policy PS-7.2: **Quieter Pavement Materials.** Prioritize pavement materials that reduce tire noise on streets, especially in noise-sensitive areas.

Policy PS-7.3: **Electric Vehicle Incentives.** Promote the use of electric vehicles to reduce overall vehicle noise, particularly in high-traffic areas.

Policy PS-7.4: **Noise Enforcement.** Strengthen enforcement of noise limits for modified vehicle exhaust systems and loud engines, especially in residential zones.

Policy PS 7.5: **Sound Barrier Installation.** Advocate for and support Caltrans and other agencies in installing sound walls or barriers along freeway sections near residential areas.

Policy PS-7.6: **Residential Soundproofing Assistance.** Offer grants or support programs to help homeowners in high-noise areas install soundproof windows and insulation.

Policy PS-7.7: **Community Monitoring.** Implement a freeway noise monitoring program to track noise levels and assess the effectiveness of mitigation measures over time.

GOAL PS-8: REDUCED NOISE IMPACTS FROM GOODS MOVEMENT AND TRANSIT CORRIDORS ON NEARBY NEIGHBORHOODS, PARTICULARLY DURING EVENING AND NIGHTTIME HOURS

Policy PS-8.1: **Designated Truck Routes.** Establish designated truck routes to direct heavy truck traffic away from residential neighborhoods and sensitive areas.

Policy PS-8.2: **Quiet Zone at Rail Crossings.** Create quiet zones at rail crossings to reduce train horn use, especially during nighttime hours.

Policy PS-8.3: **Enhanced Inspections for Trucks.** Enforce regular noise inspections on commercial trucks, and encourage the use of quieter, low-emission vehicles.

Policy PS-8.4: **Noise Monitoring for Light Rail.** Install monitoring systems along light rail corridors to assess noise impacts and adjust mitigation measures as necessary.

GOAL PS-9: A BALANCED RELATIONSHIP BETWEEN AIRPORT OPERATIONS AND THE QUALITY OF LIFE IN SURROUNDING COMMUNITIES TO MINIMIZE NOISE IMPACTS FROM AIRCRAFT

Policy PS-9.1: **Flight Path.** Work with Los Angeles County that continues flight paths that minimize overflights of residential areas and other sensitive uses.

Policy PS-9.2: **Noise Complaints Program.** Establish a noise complaints program to collect resident feedback and address specific noise issues linked to airport operations.

Policy PS-9.3: **Noise-Compatible Land Use.** Encourage noise-compatible land uses near the airport and offer soundproofing incentives for existing residential properties.

GOAL PS-10: REDUCED INDUSTRIAL NOISE IMPACTS ON RESIDENTIAL AREAS THROUGH NOISE-DAMPENING PRACTICES AND STRICT COMPLIANCE WITH NOISE STANDARDS

Policy PS-10.1: **Soundproofing Requirements.** Mandate soundproofing measures for new industrial developments near residential neighborhoods.

Policy PS-10.2: **Operating Hour Restrictions.** Require a Conditional Use Permit for all 24-hour uses within 200 feet of residential and mixed-use zones.

Policy PS-10.3: **Regular Noise Audits.** Require routine noise level audits for industrial facilities to ensure compliance with local noise regulations.

Policy PS-10.4: **Noise-Dampening Technology.** Encourage the use of noise-dampening technologies, such as quieter equipment and enclosed machinery, within industrial facilities.



CITY OF COMPTON

Chapter 10

OUR HISTORIC RESOURCES ELEMENT

COMPTON
GENERAL PLAN 2045
Building a Better Compton

Chapter 10

Our Historical Resources Element

COMPTON
GENERAL PLAN 2045
Building a Better Compton

Introduction

Celebrating Our Historical Resources

The City of Compton is distinguished by its diversity, liveliness, and resilience, along with a steadfast commitment to advancing social justice and constructing a more robust and fair community for all residents. We have included this element to celebrate the places and spaces of historical merit and to put forward policy guidance to preserve, enhance, and maintain buildings, sites, and landmarks considered to be architecturally, culturally, and/or historically significant. Compton contains many individual properties and several neighborhoods that have cultural and historical significance which cannot be replaced if demolished, altered, or neglected. Preserving these places and spaces recognizes their contributions to community life.

Legal Framework

California law does not require that the General Plan address historical and cultural resources. However, it does offer the flexibility to prepare additional elements that address topics of unique community interest; historic preservation is identified as one of these optional elements. Historical resources, unlike most other resources, can never be recovered once altered or demolished. Therefore, for historic preservation to be recognized as a legitimate land use concern, it is essential to include historic preservation in the community's General Plan.

Relationship to Other Elements

Our Historical Resources Element ensures that historical and cultural resources are considered in the broader context of community planning. This element interacts with each mandatory element to create a well-integrated approach that preserves the past while planning the future. For example, Our Community Element designates where various types of development can occur, including areas that may have historical or cultural significance and may require land use approaches to preserve and maintain them. In the Richland Farms area, land use policy ensures that the agricultural character of the area is preserved. Consistency between the Our Heritage and Housing Elements helps balance the need for new housing with the preservation of historical neighborhoods, ensuring that growth does not come at the expense of historic integrity. Historical structures may be more vulnerable to natural disasters. The Safety Element can include policies to retrofit and protect historic buildings from earthquakes, floods, or fires.

Community Context

Historical Overview of Compton

Known as the Hub City based on its location in the geographical center of Los Angeles County, Compton is one of the oldest cities in the county and the eighth to incorporate. The territory was settled in 1867 by a band of 30 pioneering families who were led to the area by Griffith Dickenson Compton. The settlement became known as Compton in 1869. Originally named Gibsonville, after one of the tract owners, it was later called Comptonville. However, to avoid confusion with Comptonville located in Yuba County, the name was shortened to Compton. The City of Compton was officially incorporated on May 11, 1888. The new city, with a population of 500 people, held its first City Council meeting on May 14, 1888, in the home of William H. Carpenter.

Compton was one of the earliest suburbs in America. The Los Angeles and San Pedro railroad ran through Compton, so farmers could easily send their crops to the San Pedro harbor and to Los Angeles; that quickly led to economic growth. The first Black families came to the city just before World War II. Throughout the twentieth century, Compton was a middle-class suburb with relatively inexpensive housing. Prior to World War II, Compton was 95 percent white. The City adopted racially restrictive covenants to restrict the sale of real estate based on race, particularly affecting Blacks in the U.S. Civic leaders, real-estate agents, and law-enforcement agencies perpetuated this racial exclusion with their own practices.

Compton's demographics began to change during the late 1940s and early 1950s. Many Blacks in southcentral Los Angeles began moving to Compton once the U.S. Supreme Court banned restrictive covenants in 1948. Now, middle-class Black families could legally move to historically white areas, which were safer, more prosperous, and had better public services thanks to preferential investment by governments and businesses. Some of the first Black families entering Compton neighborhoods were met with violence, vandalism, and terror by locals wanting to drive Black families back out.



Downtown Compton, 1886

Developers bought land to create housing for Black families who wanted to move out of south Los Angeles and into middle class comfort, shifting Compton from being almost exclusively white to majority Black. But any comforts the new residents may have felt after all the initial hostility and violence in Compton was short-lived. As the Black population grew, white families moved out, a phenomenon dubbed "white flight." As white persons left, so did infrastructure investment, businesses, and jobs. Insurers charged extra fees to a population they considered riskier, based on little more than racism. Gradually, the once prosperous suburb was depleted. As unemployment grew, poverty levels increased, as did crime. By the 1980s, the City had developed a reputation driven by the crack epidemic and gang violence.

The City's reputation was also driven by cultural depictions through music, television, and movies. Groups like N.W.A., a hip-hop group popular in the 1980s and '90s, created a lot of negative media attention around Compton. This image of Compton stuck in the American mind.

Beyond its contributions to music and problematic media depictions, Compton has a rich legacy of activism and community leadership, fostering a strong sense of identity and resilience among its residents. The City's cultural impact extends into fashion, art, and sports, with figures like Serena and Venus Williams highlighting its diverse talents.

Today, Compton is a dynamic community with a population of around 95,000 people, characterized by its rich diversity, with Hispanic/Latino and Black/African American communities making up the majority of residents. The City has undergone significant changes, with shifts in demographics reflecting broader trends in Southern California. Economically, Compton is experiencing growth in various sectors, including manufacturing, retail, and logistics, due to its strategic location near major transportation hubs like the Port of Los Angeles. Local government is focused on revitalization efforts, improving public safety, infrastructure, and educational opportunities, while addressing challenges such as crime and economic disparities.



Cinco De Mayo Parade, 1973

Figure OH-1

Compton Historic Timeline

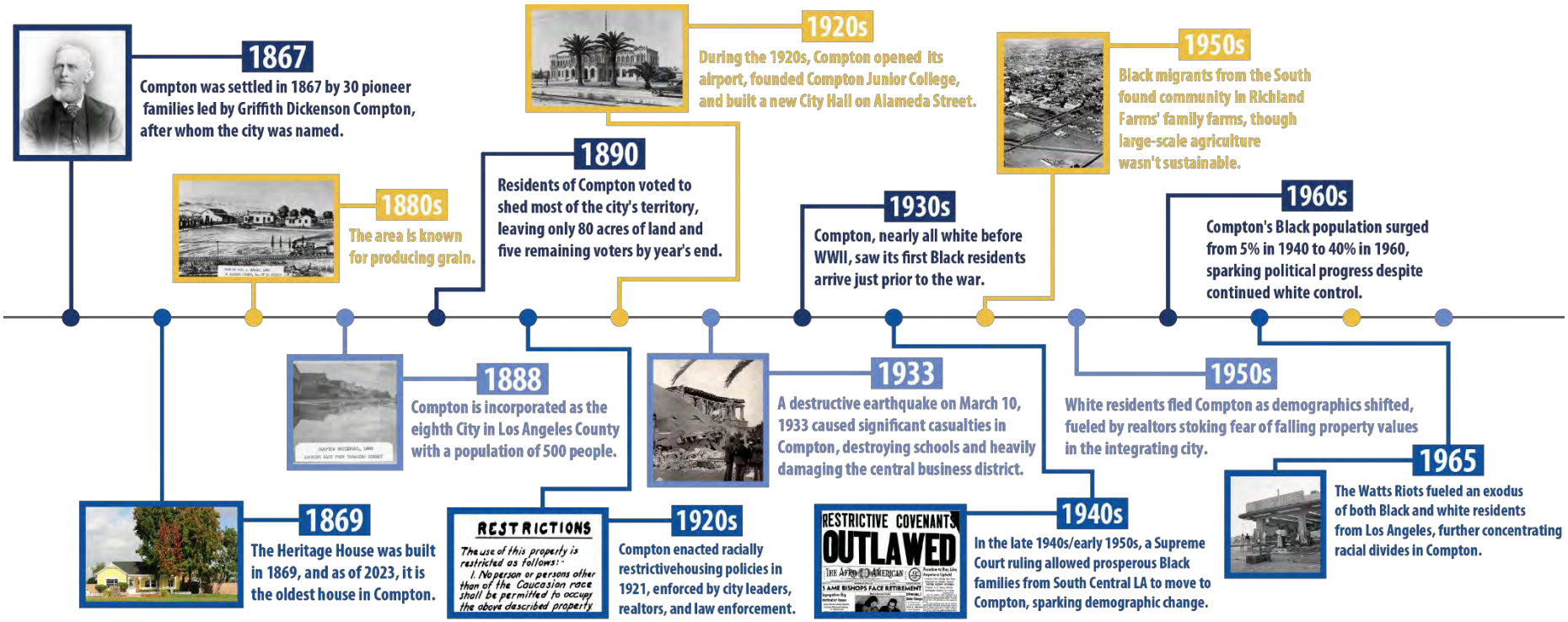
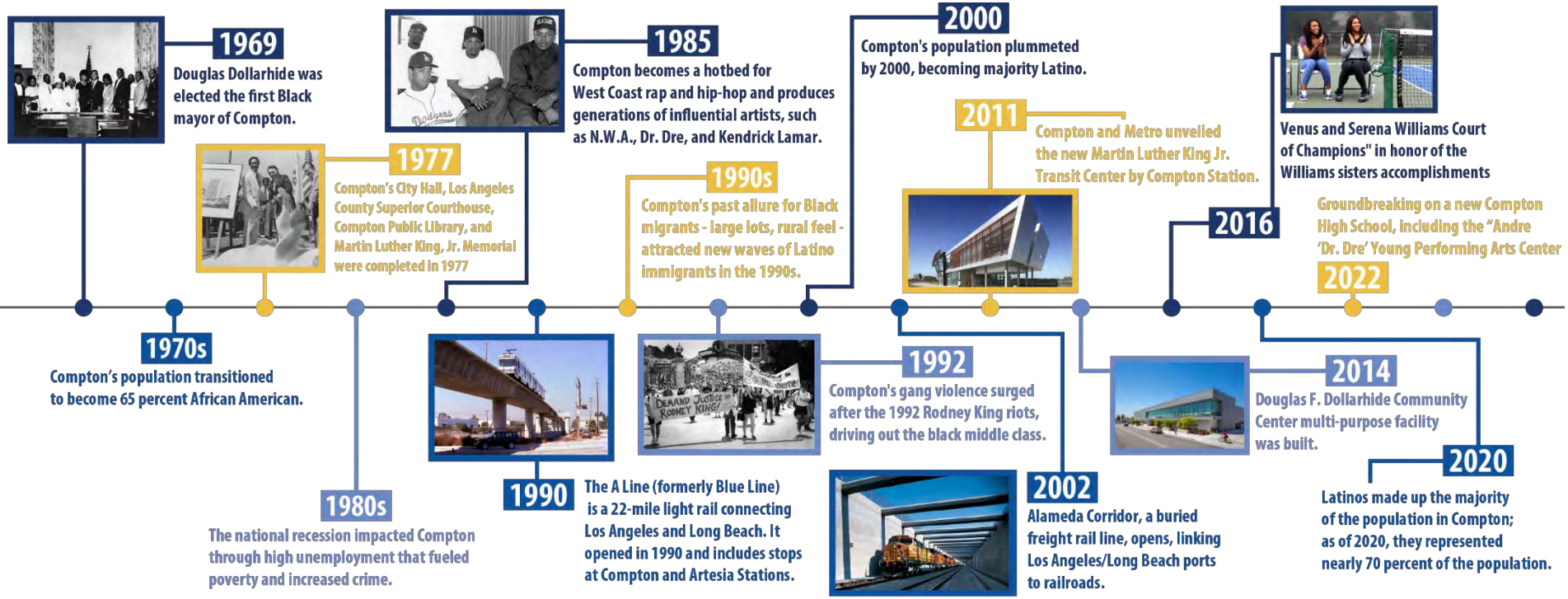


Figure OH-2

Compton Historic Timeline



Our Cultural Landmarks

Cultural landmarks highlight a city's identity and visual character. They can convey the history and important figures, and serve as a community and meeting space for residents. They often are symbols of a particular area's heritage and identity. Notable landmarks in Compton include these.

Compton City Hall and Civic Center: Located at 205 South Willowbrook Avenue, Compton City Hall is a historic building that has been a symbol of civic governance since its construction in the 1920s. The Compton Courthouse is also a significant landmark in the City's legal and judicial system.

Douglas F. Dollarhide Community Center: Named after the first Black mayor of Compton, the Douglas F. Dollarhide Community Center serves as a hub for community events, programs, and activities. It is located at 301 North Tamarind Avenue.

Richland Farms: Known as the "Hub of the Horse World," Richland Farms is an agricultural neighborhood in Compton. It is recognized for its rural atmosphere, equestrian lifestyle, and horse-keeping traditions. The area showcases a distinct cultural heritage within the urban landscape.

Centennial High School: Established in 1954, Centennial High School is an educational institution that has played a significant role in the community. The school has a long-standing history and has been a source of pride for many Compton residents.



Compton Jr Posse located in Richland Farms



Mural celebrating Black History located in Centennial High School

Compton Woodley Airport: Compton Woodley Airport, at 901 West Alondra Boulevard, is a general aviation airport that has been a part of the City since the 1920s. It serves as a transportation hub for private and charter flights.

East Rancho Dominguez and Lueders Park: The Williams sisters, Serena and Venus, trained at the tennis courts in East Rancho Dominguez Park, formerly known as Compton Park. Here, their father, Richard Williams, coached them from a young age, helping them develop the skills that would later make them tennis champions. The park's courts have become an iconic part of their story, symbolizing their journey from Compton to the pinnacle of the tennis world. In 2016, the tennis courts at Lueders Park were dedicated in their honor.

Foundations of Rap and Hip-Hop History: Popular culture landmarks related to rap or hip-hop history include iconic recording studios, venues where legendary performances took place, the birthplaces and homes of important Compton's rap and hip-hop artists, murals and street art that celebrate influential artists, and locations featured in famous music videos or album covers. These landmarks should be preserved because they embody the cultural identity and collective memories of a community, contributing to a City's unique character and appeal. Focusing on their positive contributions rather than violent histories allows these landmarks to serve as sources of pride and inspiration, fostering a sense of unity, celebrating the creative and vibrant aspects of Compton's past, and promoting tourism and education. Examples include:



Mural featuring Compton rapper Kendrick Lamar



Mural featuring rapper Tupac Shakur

The Compton Courthouse - Featured prominently in N.W.A.'s music, it represents the systemic struggles addressed in their lyrics.

The Martin Luther King Jr. Memorial - Although not directly related to rap, it is a place where artists from Compton have drawn inspiration for themes of social justice.

Tamarind and Rosecrans Avenues - Often mentioned in rap lyrics, this area has deep connections to the lives of several prominent rappers.

Eazy-E's Childhood Home - Located on Muriel Avenue, it is a pilgrimage site for fans of the late rapper and a symbol of the origins of "gangsta" rap.

Another significant component of Compton's cultural landmarks are the murals and sculptures. Throughout the City are numerous large-scale murals that celebrate local heroes and cultural icons and highlight social and political issues affecting the community, the region, and nation. These murals often feature bright colors and bold designs and are a testament to the artistic talent and creativity of the Compton community. The Compton Initiative has been a major driver in painting murals.

Sculptures and monuments are another type of cultural landmark recognized in Compton. The Jessie Robinson Olympic Park Installation was dedicated to Jesse Robinson, a local advocate for amateur sports when the Summer Olympics were held in Los Angeles in 1984. The Dr. Martin Luther King, Jr. Memorial Plaza has as a focal point the King Memorial, a large sculpture of angled white planes arranged in a circle and converging at the top. It was designed by artist Gerald Gladstone in collaboration with the Civic Center's architect, Harold L. Williams of Kinsey Mead & Williams, to be a tribute to Dr. Martin Luther King Jr.

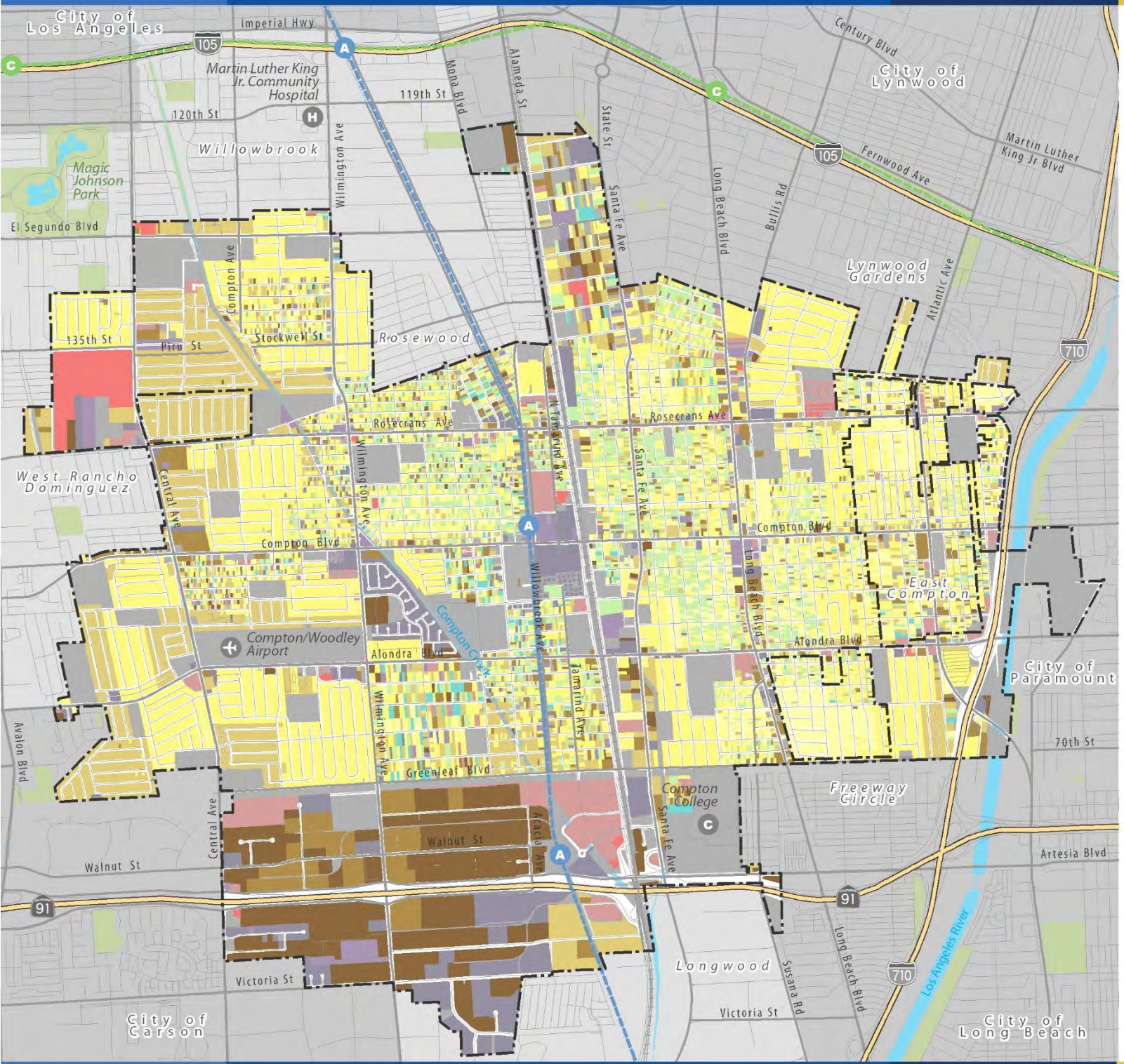


Mural featuring rappers Kendrick Lamar, Roddy Ricch, YG, and DJ Quik

Older Buildings

Using building age data can help identify older structures that may hold historical significance, serving as potential historical resources for Compton. Many structures in Compton were constructed between 1941 and 1950, but buildings built between 1921 and 1930, as well as some dating as far back as 1869 and 1920, can be found in specific areas of the City. By mapping and analyzing the age of buildings, we can pinpoint areas with concentrations of older architecture, which might include historically significant homes, commercial buildings, or cultural landmarks. This data can guide preservation efforts, helping to uncover and protect sites that contribute to the City's heritage before they are lost to redevelopment or decay.

Figure OH-3
Building Age



Building Age (Year Built)

- 1829 - 1920
- 1921 - 1930
- 1931 - 1940
- 1941 - 1950
- 1951 - 1960
- 1961 - 1970
- 1971 - 1980
- 1981 - 1990
- 1991 - 2000
- 2001 - 2013
- 2014 - 2020
- No Data

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Los Angeles County Assessor, 2020.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Our Historical Resources

Historical resources reflect a community's cultural heritage, representing the achievements, struggles, and values of past community members. They provide a tangible link to the past and help us understand and appreciate our shared history and culture. One method to document historical resources is through the resource designation. A California Historical Landmark (CHL) is a designation given by the State of California to places and structures that have historical significance. CHLs are buildings, sites, or places that have played an important role in the history of California and are recognized as such by the state. Two CHL occur within the City.

Cities can also identify additional landmarks on a historic and cultural resources list even if they are not officially designated as historic. This approach recognizes and preserves potentially significant sites. This proactive approach helps ensure that important cultural, architectural, or historical resources are preserved until they can be fully assessed and potentially designated as historic landmarks in the future.

- **The Heritage House (CHL No. 664).** The Heritage House was built in 1869 and is considered one of the oldest homes in Compton. The house originally was constructed by a prominent local businessman named Ozro W. Childs, who was one of Compton's founders. The Victorian-style home features intricate woodwork and ornate details, including a turret, a wrap-around porch, and gabled roof. The house had been restored to its original condition but is now in a state of extreme neglect.
- **Compton/Woodley Airport.** Originally established in the 1920s as a privately owned airfield, Compton/Woodley Airport played a significant role in the development of aviation in Southern California. One notable aspect of the airport's history is its association with the Tuskegee Airmen, a group of Black military pilots who served during World War II. The airport became an important training facility for these aviators, providing flight training for the Tuskegee Airmen Program. The airport is an uncontrolled airport and is the oldest continuously operating airport in Los Angeles County.



The Heritage House



Compton/Woodley Airport - Airport Terminal Building

- **Dr. Martin Luther King, Jr. Memorial.** This Civic Center monument is dedicated to the memory of Dr. Martin Luther King, Jr. and was commissioned by Los Angeles County and the City of Compton Civic Center Authority in the late 1970s. The memorial is situated as the focal point of a plaza surrounding the Compton Civic Center and was originally designed to feature a 70-foot stream of water shooting through the center of the structure. Arranged in the classically harmonious shape of a circle, multiple identical white panels rise at varying angles and meet at a central circular form. The design was intended to evoke the form of a mountain, reflecting Dr. King's own statement that he had "been to the mountain top." It is surrounded by the Civic Center, Compton Court House, Compton City Hall, and Compton Public Library.
- **Compton City Hall and Civic Center.** The Compton Civic Center holds historical significance as a symbol of civic pride. It serves as the administrative hub and central gathering place for local government activities and public events. The plaza's focal point is the King Memorial, described and illustrated above. The buildings were designed by local Black architect Harold L. Williams. The Los Angeles Conservancy has designated the site as eligible for the National Register, and the building's window glazing replacement earned a Conservancy Preservation Award in 2013.



Dr. Martin Luther King, Jr. Memorial



Compton City Hall and Civic Center

- **Eagle Tree.** The Eagle Tree was one Compton's oldest tree (sycamore tree) marking the natural boundary of Rancho San Pedro dating back to 1858. It contains a historic marker and plaque placed by the Daughters of the Golden West in 1947. However, the tree has fallen. A marker identifies the tree's former location.
- **Angeles Abbey Memorial Park.** The Angeles Abbey Memorial Park, also known as the Angeles Abbey Cemetery, is a historical cemetery established in 1923 and known for its elaborate main building. The cemetery contains examples of Byzantine, Moorish, and Spanish architectural style and survived the 1933 Long Beach Earthquake. While the cemetery accommodated all religions, only white patrons were allowed until the 1960s. That changed in 1970 when a Black-owned mortuary company assumed control of the memorial park. Burials continue in Angeles Abbey Memorial; however, little room remains for additional burials. This has landed the Angeles Abbey Memorial on difficult times to properly upkeep the facilities ("Angeles Abbey Memorial Park", June 2024).
- **Dominguez Ranch House - Outside of Compton (CHL No. 152).** The Dominguez Ranch House is a historical adobe building located in Rancho Dominguez, an unincorporated area in Los Angeles County, just south of Compton. The ranch house was built in 1826 by Manuel Dominguez, a prominent landowner in the area and one of the wealthiest men in Mexican California. The ranch house played an important role in the history of California, serving as a center of commerce and agriculture. during the Mexican and early American periods. It was the site of many historic events, including the signing of the Treaty of Cahuenga, which ended the Mexican-American War in California.



Eagle Tree trunk



Angeles Abbey Memorial Park

- **Historic Post Office.** Construction of the post office was funded by the U.S. Department of the Treasury as part of the New Deal, a series of programs, public work projects, financial reforms, and regulations enacted by President Franklin D. Roosevelt in the 1930s to help the United States recover from the Great Depression. It was completed in 1935 and houses James Redmond's mural "Early California." The post office is still in operation.
- **Woodlawn Cemetery.** The Woodlawn Cemetery is the final resting place of 18 Civil War veterans. It has been a Los Angeles County Historic Landmark since 1946. Woodlawn is one of Southern California's oldest cemeteries, having filled up decades ago. With no new burials, there has been limited income for upkeep and an increase in break-ins, thefts, and vandalism. Under California law, abandoned or neglected cemeteries can lose their license, be sold or be turned over to cities, counties, or nonprofits. If that happens, there is no requirement to maintain the property as a cemetery, which may mean the relocation of remains.



Compton Post Office



Woodlawn Cemetery

Key Challenges

Lack of Local Resources Identification and Designation Program
Compton lacks a comprehensive Local Resources Identification and Designation Program, which has resulted in missed opportunities to recognize and protect significant cultural, historical, and natural resources. Without a formal program, many of Compton's unique assets remain underacknowledged and at risk of deterioration or loss. This gap hampers efforts to preserve the City's rich heritage and hinders the potential for leveraging these resources in community development and tourism initiatives. Addressing this issue could enhance local pride, attract investment, and ensure that Compton's legacy is preserved for future generations.

Lack of Communication on the Relevancy of Preservation
Communicating the relevance of preservation is crucial, especially as the City navigates pressures from new development. Ensuring equity and accessibility within preservation efforts is vital to preventing place-based cultural erasure and creating opportunities for individuals of non-dominant racial identities to participate in and lead preservation practices.

Pressures From New Development
As Compton continues to grow, the City looks to balance development and preservation goals. This approach allows for the creation of new homes and other community-benefiting uses while identifying and protecting resources that reflect Compton's architectural, historical, and cultural identity. By doing so, the City can honor its past while encouraging its continued progress and evolution.



Compton City Hall, 1926



Compton City Hall, 1933

Historical and Cultural Resources Plan

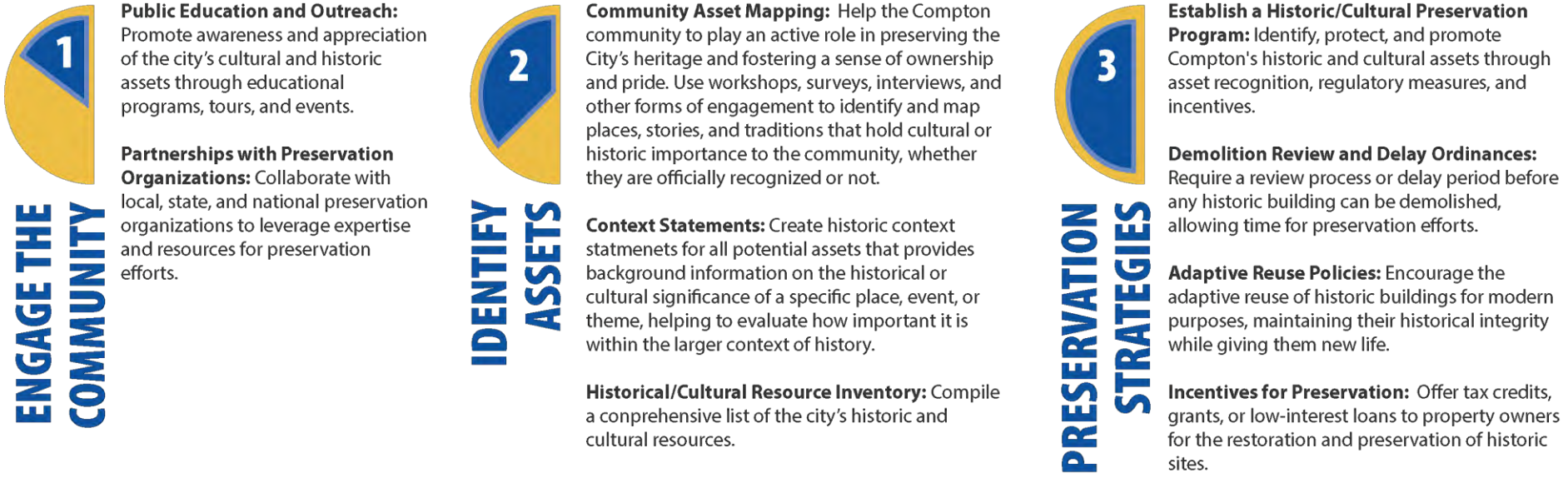
As we look ahead and plan for our growth and progress, we also look back to the places, events, and people that have shaped our City and its history.

A local preservation or historic resources program is a proactive measure to preserve the unique character and heritage of the City, ensuring that important landmarks, buildings, and sites are recognized and protected from potential threats like development or neglect. By documenting and designating historical resources, the program helps maintain the community's identity, fosters civic pride, and can even boost local tourism and economic development.

The City's three-phase preservation strategy involves: 1) public engagement and collaboration, 2) asset identification, and 3) establishing preservation regulations and incentives. The first phase focuses on raising awareness through public education and partnering with preservation organizations. The second phase includes conducting cultural resource surveys, creating context statements, and community asset mapping to document and value historic and cultural resources. The final phase involves implementing preservation regulations, such as demolition review ordinances and adaptive reuse policies, alongside providing incentives like tax credits and grants to support the preservation of historic sites.

Figure OH-4

Historic and Cultural Resources Plan



Historical Resources Goals and Policies

The Our Historical Resources Element aims to preserve and celebrate the City's rich cultural heritage and historic landmarks while simultaneously supporting ongoing community development. By identifying, protecting, and promoting historically significant sites, the City seeks to maintain a tangible connection to its past while fostering civic pride. The goals and policies below emphasize the importance of integrating historic preservation into future planning, ensuring that development complements and enhances the character of Compton's unique historical identity. Through strategic initiatives, the City will protect its cultural assets, support adaptive reuse, and promote educational opportunities for the community to engage with its history.

GOAL OH-1: PRESERVATION AND ENHANCEMENT OF COMPTON'S HISTORICAL AREAS AND RESOURCES

Policy OH-1.2: **Community Participation.** Use public input to help shape the historic preservation program. Conduct a cultural asset mapping program to give community members a participatory platform to spotlight local historical and cultural assets they deem significant.

Policy OH-1.3: **Educational Awareness.** Provide educational opportunities to foster community awareness and pride in Compton's history.

Policy OH-1.4: **Protecting Our Resources.** Discourage the demolition and inappropriate alteration of historical buildings.

Policy OH-1.5: **Adaptive Reuse.** Encourage and allow adaptive reuse of historical buildings.

Policy OH-1.6: **Preservation Groups.** Encourage and support public, quasi-public, and private entities in local preservation efforts, including the designation of historical resources and the preservation of designated resources.

Policy OH-1.7: **Pride In Our History.** Strengthen the image and identity of the City through unifying design, branding, and architectural themes that are compatible with our culture and history.

Policy OH-1.8: **Economic Development.** Promote economic development through heritage education and the promotion of tourism.

Policy OH-1.9: **Commemorating Our History.** Support efforts to identify and commemorate historical structures and sites, and historically and culturally sensitive areas in Compton through murals, plaques, and educational exhibits.

GOAL OH-2: A CITYWIDE HISTORICAL/CULTURAL PRESERVATION PROGRAM THAT IDENTIFIES AND PROTECTS COMPTON'S HISTORICAL AND CULTURAL RESOURCES

Policy OH-2.1: **Historic Resource Survey.** Create a comprehensive program to inventory and preserve historical and cultural resources. Include contemporary resources that while not historical, play a significant part in our history. Identify, document, and evaluate through a Historic Resource Study the significance of individual historical and cultural resources, and create context statements for each identified asset.

Policy OH-2.2: **Landmark Recognition Program.** Establish a Cultural and Historical Marker program that identifies historical structures and cultural landmarks.

Policy OH-2.3: **Incentivize Preservation**. Support incentive programs that promote restoration, rehabilitation, salvage, and adaptive reuse of historical buildings and sites.

Policy OH-2.4: **Preservation Regulations.** Comply with City, State, and Federal historic preservation regulations to ensure adequate protection of local cultural, historical, and archaeological resources.

Policy OH-2.5: **Accessible Preservation.** Explore strategies to promote an equitable and accessible historic preservation program.

Policy OH-2.6: **Partnerships.** Strengthen relationships and programs with local and regional institutions and organizations to promote the appreciation, maintenance, rehabilitation, and preservation of Compton's historical and cultural resources. Collaborate to promote public awareness and educational opportunities that highlight historic preservation.

Policy OH-2.7: **Staff Development.** Collaborate with local and regional historic preservation groups to establish or participate in a training program that promotes best practices in preservation techniques.

Policy OH-2.8: **Funding.** Pursue grant funding available through the State Office of Historic Preservation and other funding sources to maintain and expand the historic preservation program in Compton.

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Chapter 1
Compton Today: An Introduction

COMPTON
GENERAL PLAN 2045
Building a Better Compton

Introduction and Overview

Cities change over time, and Compton is no exception. The City has undergone significant transformation over the past 100 years, evolving from ranch lands under Rancho San Pedro to a small settlement in the late 1860s, and ultimately becoming the residential suburb it is today. Compton's physical, social, demographic, political, and economic landscapes have evolved over the years. The decisions made by community leaders, combined with the influences of regional and economic conditions, popular culture, natural disasters, and human tragedies, have collectively shaped the city into what it is today.

What factors will shape Compton's future over the next 20 years? The General Plan 2045 will serve as a roadmap for the city's future. However, before the plan can be drafted, establishing a set of baseline conditions will help community residents and leaders comprehensively understand what existing conditions could and should change.

This report, "Compton Today: Constraints and Opportunities Technical Report," provides a snapshot of Compton and the surrounding Los Angeles County unincorporated areas known as the spheres of influence. Presented in a concise and visually engaging format, , this report delves into various aspects of the city, such as the built environment, city culture, and the natural environment. The information presented here will serve as the foundation for development of the Compton General Plan 2045.



From Mulberry Street in the foreground, looking southwest toward the Compton Courthouse

Purpose of the Report

This report provides baseline spatial data on current (2023) conditions and available resources, as well as trends and critical concerns that will shape decisions regarding the long-term physical development of Compton. The report encompasses information related to land use, natural and community resources, urban layout, transportation, and infrastructure. This report:

- Facilitates community engagement in planning matters, including issues, priorities, and the vision for the future
- Identifies opportunities for desired change over time
- Recognizes challenges and limitations
- Evaluates policy issues and potential solutions
- Assesses existing conditions to identify suitable housing sites
- Establishes a framework for land use and transportation alternatives
- Formulates policies and implementation actions for the General Plan Update
- Establishes a baseline assessment necessary for the environmental setting portion of the environmental impact report for the General Plan Update

Report Organization

This report contains six chapters, each covering different topics to offer a comprehensive overview of the City of Compton in 2023. Each chapter addresses specific areas of interest and includes a list of key considerations—brief, defining points that highlight the critical issues that the General Plan will address.

- **Chapter 1: Introduction.** This chapter provides an overview of the Existing Conditions Technical Report.
- **Chapter 2: Built Environment.** This chapter provides a snapshot of land use, housing, regulatory environment, and public spaces.
- **Chapter 3: Mobility.** This chapter reviews transportation and mobility options, including pedestrian facilities.
- **Chapter 4: City Culture** This chapter identifies Compton's culture setting, demographics, equity and distribution of services, emergency services, environmental justice, and community health.
- **Chapter 5: Natural Environment** This chapter focuses on urban agricultural context, climate adaptation, and natural hazards.

What Is a General Plan?

The City is currently in the process of updating its General Plan, often referred to as its "constitution for development." The existing General Plan was adopted more than 30 years ago and since then, both the City and its broader context have undergone significant changes. This General Plan update presents a unique opportunity for the Compton community to collaborate in crafting a visionary blueprint for the next two decades.

In the State of California, every county and city is mandated to prepare and maintain a planning document known as a general plan. This general plan serves as the jurisdiction's "constitution" or "blueprint" for making decisions related to land use, housing, transportation, public safety, resource conservation, and equity. All specific plans, subdivisions, public works projects, and zoning decisions must align with the guidelines set forth in the jurisdiction's general plan.

A general plan has four defining features:

- **General.** A general plan provides general guidance for future land use, transportation, environmental, services, and resource decisions.
- **Comprehensive.** A general plan covers a wide range of built environment, economic, infrastructure, and natural resource issues. The issues include land use, urban development, housing, transportation, public facilities and services, recreation, agriculture, biological resources, and many other topics. Compton's General Plan is organized into a series of required and optional elements (see Figure 1-1).
- **Long Range.** A general plan provides guidance on achieving a long-range vision for a city. To guide decisions, the general plan includes goals, policies, and implementation programs that address both the present to the year 2045 (roughly 20 years in the future).
- **Integrated and Coherent.** The goals, policies, and implementation programs in a general plan present a comprehensive, unified program for development and resource conservation. A general plan uses a consistent set of assumptions and projections to create future goals for housing, employment, and public services (e.g., infrastructure). A general plan has a coherent set of policies and implementation programs that enables residents to understand the vision of the general plan, and enables landowners, businesses, and industry to know how and when the goals and policies will be implemented.

Figure 1-1: Compton Required and Optional General Plan Elements



Planning Boundaries

The General Plan's planning area encompasses all properties within the incorporated City limits, as well as unincorporated properties within the City's sphere of influence (Figure 1-2).

Sphere of Influence

State law defines the sphere of influence as the probable physical boundary and service area of a local agency, as determined by the Local Agency Formation Commission (LAFCO) (Cal. Gov't. Code §56076). As of 2023, three areas were determined to be within the sphere of influence of the City of Compton, and four areas fell within the joint sphere of influence of Compton and nearby cities; see Figure 1-3. Parcels A, C, and D are all part of the unincorporated area of East Compton, and this sphere of influence was established in 1984. The City of Compton's incorporated boundaries surround the Los Angeles unincorporated community of East Compton. Parcel B is in southeast Compton and is the unincorporated area of Compton, which was also established in 1984.

While the City has no formal authority within the sphere of influence areas, it is empowered by the State to consider areas that are related to the City's future. This planning approach provides cities with a means of shaping the future of areas they may eventually annex.

Joint Sphere of Influence

Joint spheres of influence are areas that physically interact with multiple cities surrounding cities. There is a joint spheres of influence west of Compton that LAFCO has designated as within the sphere of influence of the cities of Compton and Los Angeles; this designation was established in 1973. Parcel 6, established in 2006, is also located west of Compton and falls under the joint spheres of influence of Compton, Los Angeles, and Carson. Additionally, a joint sphere of influence south of the city is under the spheres of influence of Compton, Carson, and Long Beach; this was established in 2006.

City Government

The first City Council meeting in Compton was held on May 14, 1888. Today, Compton operates as a general law city and utilizes the council-manager form of government. The City Council is responsible for City ordinances, operating resolutions, budget adoption, and the appointment of committee members. Standing committees, boards, and commissions provide input to the City Council. Compton is divided into four City Council districts, with the mayor elected at large.

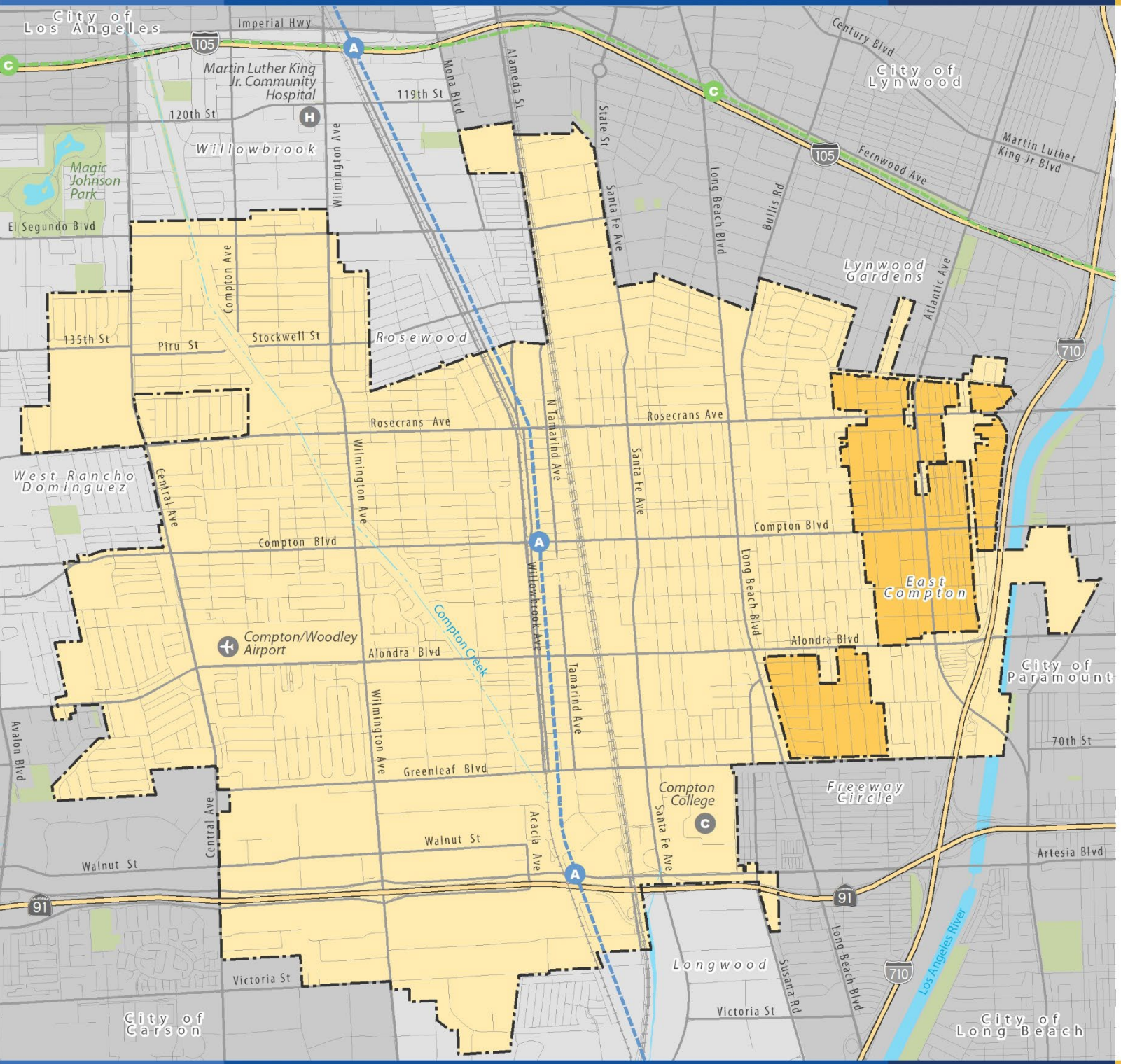


Figure 1-2

Planning Area

Planning Area

- Compton Sphere of Influence
- Compton Incorporated Boundary

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: City of Compton, 2022.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

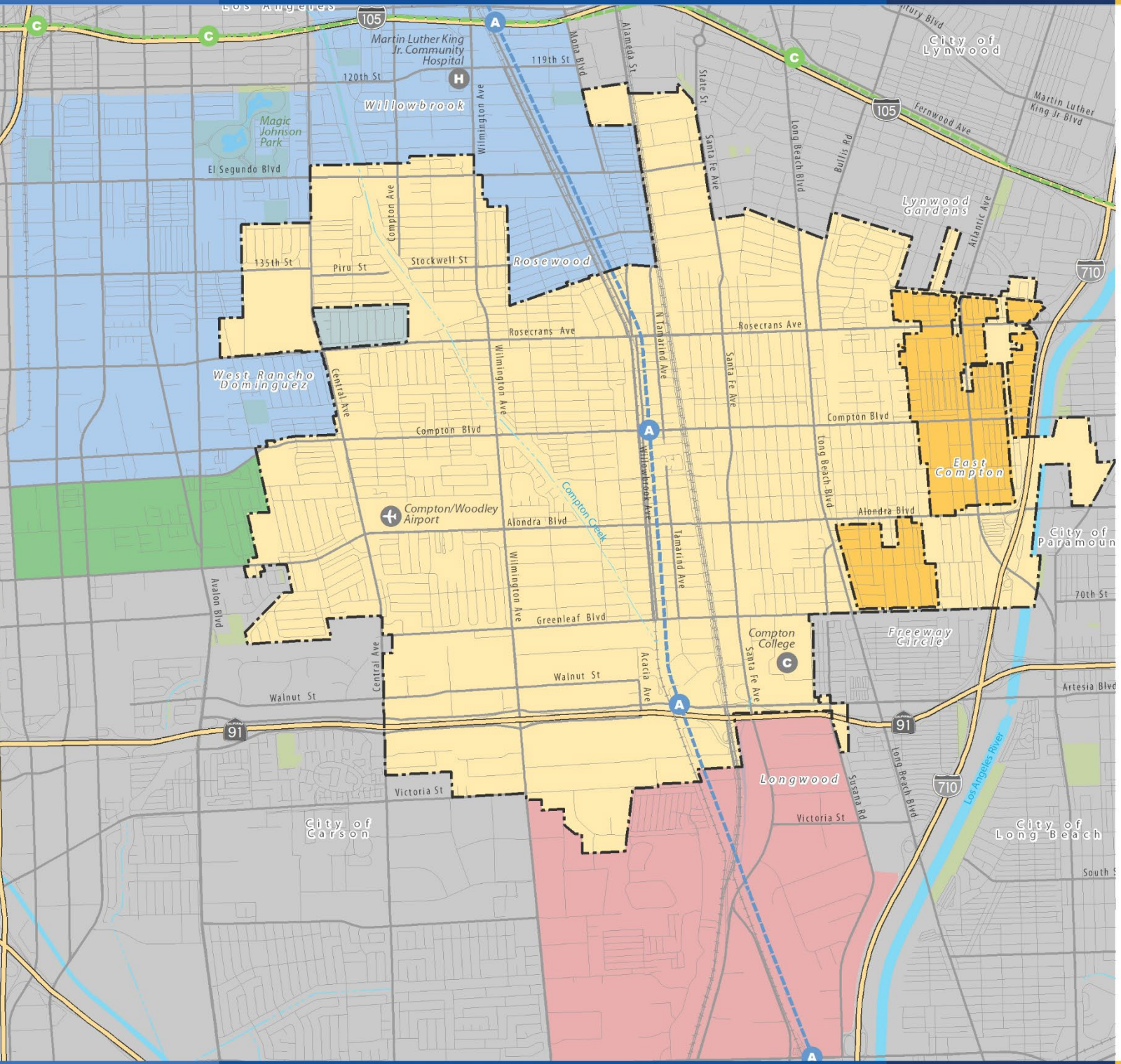


Figure 1-3

Joint Spheres of Influences

Joint Sphere of Influences

- Compton Sphere of Influence
- Joint Compton/Long Beach/Carson
- Joint Compton/Los Angeles
- Joint Compton/Los Angeles/Carson
- Compton Incorporated Boundary

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: City of Compton, 2022.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Setting

Regional Setting

Located in southern Los Angeles County, approximately 15 miles south of Downtown Los Angeles, the City of Compton is bordered by the city of Lynwood and the Los Angeles County community of Willowbrook to the north, the city of Paramount to the east, the cities of Long Beach and Carson to the south, and the unincorporated area of East Compton (West Rancho Dominguez) to the east (see Figure 1-4).

Compton holds the distinction of being one of the oldest cities in Los Angeles County and was incorporated as the eighth city in the County in 1888. It is renowned as a "hub city" due to its central location within Los Angeles County and its proximity to nearby cities. Compton serves as a significant industrial center, encompassing transit, business services, technology, and manufacturing.

The city is encircled by multiple freeways that provide access to neighboring cities. Interstate 105 runs to the north, connecting El Segundo to Norwalk. Interstate 710 extends from the seaport in Long Beach to East Los Angeles along the eastern city border. State Route 91 traverses the southern part of the Ccity, continuing eastward into San Bernardino County. Interstate 110 runs to the west, connecting Long Beach to Pasadena. Additionally, Compton is home to Compton Woodley Airport, which is open to the public for general aviation aircraft. The city is also served by two Blue Line Metro stops that commence in Downtown Los Angeles and terminate in Long Beach.

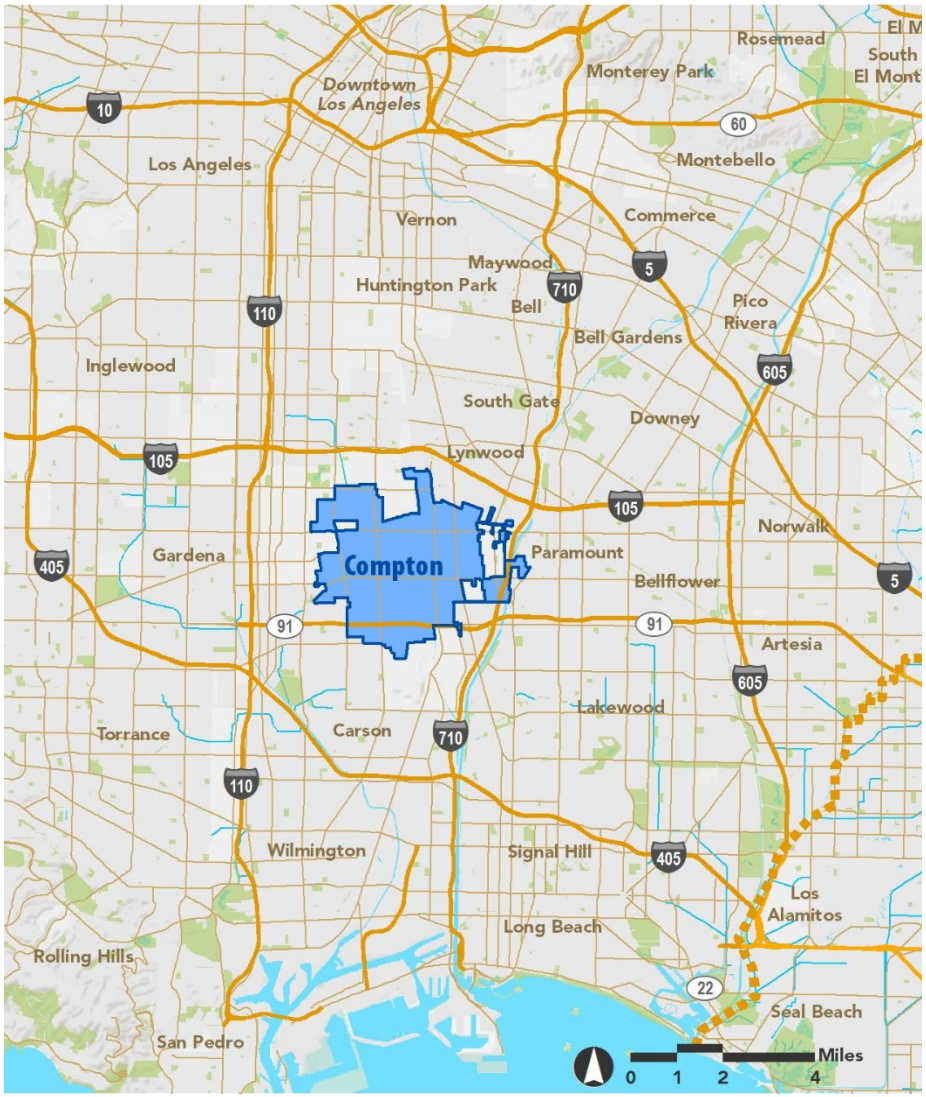


Figure 1-4: Regional Location

Historical Setting

Compton has a long and rich history, evolving from its early period as an agricultural community to its current form as a suburban city. The following highlights key moments in the City's history.

- **1867.** Compton was settled in 1867 by 30 pioneer families led by Griffith Dickenson Compton, after whom the city was named.
- **1869.** The Heritage House was built in 1869, and as of 2023, it is the oldest house in Compton.
- **1880s:** The area is known for producing grain.
- **1888.** Compton is incorporated as the eighth City in Los Angeles County with a population of 500 people.
- **1890.** A series of votes were held by the residents of Compton, with the aim of shedding significant portions of the city. By the end of the year, Compton was down to only 80 acres of land, with five remaining voters residing within that territory.
- **1920s.** The City adopted racially restrictive covenants in 1921 to bar African Americans and other people of color from the municipality. Civic leaders, real-estate agents, and law-enforcement agencies perpetuated this racial exclusion with their own practices.
- **1920s.** The 1920s saw the opening of Compton Airport (1924). Compton Junior College was founded, and city officials moved to a new City Hall on Alameda Street.
- **1933.** On March 10, 1933, a destructive earthquake caused many casualties: schools were destroyed and there was major damage to the central business district.
- **1930s.** The first black families came to the city just before World War II. Prior to World War II, Compton was 95 percent white.
- **1940s.** Compton's demographics began to change during the late 1940s and early 1950s. Many African Americans in south central Los Angeles were now prosperous enough to move to Compton. They took advantage of the U.S. Supreme Court's ban on restrictive covenants in 1948 and began to purchase houses in Compton. Some



A view of Main Street in Compton in 1914. The General Merchandise store is located on the left side of the street.



Compton Boulevard and Tamarind Street in 1933. Bank of America is visible at the corner, next to DuPont Hardware and Smart Shop.

of the first black families entering Compton neighborhoods were met with violence, vandalism, and terror.

- **1950s:** Black families from the South moving to Los Angeles found a "home away from home" in Richland Farms. Large-scale agricultural business could not be sustained, but farming for the family and community became a tradition.
- **1950s.** White flight—the process of white families rapidly leaving a neighborhood due to changing racial demographics—was spreading in Compton. Real-estate brokers accelerated this process by scaring white families with threats of low property values due to the new racially integrated neighborhoods.
- **1960s.** In the early 1960s, while whites still controlled politics and law enforcement, Blacks began to make political progress. The Black population in Compton rose from five percent in 1940 to 40 percent in 1960.
- **1965.** The Watts Riots of 1965 accelerated Black flight from Los Angeles and in turn increased white flight from Compton.
- **1969.** Douglas Dollarhide was elected the first Black mayor of Compton.
- **1970s.** Compton's population transitioned to become 65 percent African American.
- **1977.** Compton's City Hall, Los Angeles County Superior Courthouse, Compton Public Library, and Martin Luther King, Jr. Memorial were completed in 1977.



In 1959, more than 500 Compton College students abandoned their classes to picket television-equipped classrooms and protest against 'automized education.



Looking west on Compton Boulevard from Alameda Street, on December 18, 1954.

- **1980s.** Growing unemployment and poverty led to a rise in crime and Black street gangs. By the 1980s, Compton's "ghetto" image had emerged as unemployment among Black men rose to 10 percent, almost twice the national average for all unemployment.
- **1988.** NWA, the famous Compton-based rap group, released *Straight Outta Compton*, which profiled both gang life and police brutality in the city. Soon after the record's release, Compton became internationally recognized as a city dominated by gangs and violence.
- **1990.** The A Line, formerly Blue Line, is a 22-mile light rail line running north and south between Los Angeles and Long Beach, opened on July 14, 1990. The A Line includes both Compton and Artesia Stations in Compton.
- **1990s:** Rural Latinos from Mexico and Central America migrating to Los Angeles find features that had made Compton and Richland Farms attractive to previous groups of migrants also was a draw for this subsequent generation.
- **1992.** Gang violence peaked shortly after the riots following Rodney King's infamous arrest and beating by Los Angeles police in 1992. By this point, middle-class Blacks had begun to flee the city.
- **2000.** Compton's overall population dropped dramatically by the year 2000, as the city became mostly Latino.
- **2002.** Alameda Corridor, a freight rail expressway located within a trench, connecting the ports of Los Angeles and Long Beach with the transcontinental mainlines of the BNSF Railway and the Union Pacific Railroad that terminate near downtown Los Angeles, begins operations.
- **2011.** Metro and Compton City officials opened the new Martin Luther King Jr. Transit Center adjacent to Compton Station.
- **2014.** Douglas F. Dollarhide Community Center multi-purpose facility was built.
- **2020.** Latinos made up the majority of the population in Compton; as of 2020, they represented nearly 70 percent of the population.



South Central Organizing Committee leaders gathered at Compton Auto Plaza in support turning the site into 600 low-cost single-family homes in 1989.

City Growth

Compton experienced significant population growth between 1940 and 1970, with the number of residents increasing from 16,198 to 78,547, representing a 385 percent growth trend in just 30 years (see Figure 1-5). Following World War II, the 1950s and 1960s witnessed an exponential boom in the construction of single-family homes within Compton's residential neighborhoods. As the last remaining tract homes were built on the remaining agricultural and vacant lands, growth began to slow. Between 1980 and 2020, the city saw only an 18 percent growth over 40 years, marking a stark contrast to previous decades. During that same time period, although population growth had slowed, the racial and ethnic composition of the city changed drastically. In 1980, nearly 74 percent of the population was Black and 21 percent Latino and/or Hispanic (see Figure 1-6). In 2020, 40 years later, those percentages flipped, with the Black population making up only 25 percent of the population, while the Latino and/or Hispanic population were nearly 71 percent.

City Annexations

Incorporated in 1888, the City of Compton carried out 153 annexations between 1924 and 1986, as shown in Figure 1-7. The first annexations occurred in central Compton along Willowbrook Avenue and radiated outward to the east, south, and west. The most recent annexations took place in 1986 in the eastern part of the city bordering East Compton. The City has made attempts to annex the nearby unincorporated area of East Compton despite opposition from business and property owners in the area. This area is surrounded by the City of Compton and is primarily industrial.

The incorporated area of Compton encompasses approximately 10 square miles. The City is primarily a mix of residential, commercial, and manufacturing uses.

Figure 1-5: Historical Population Growth

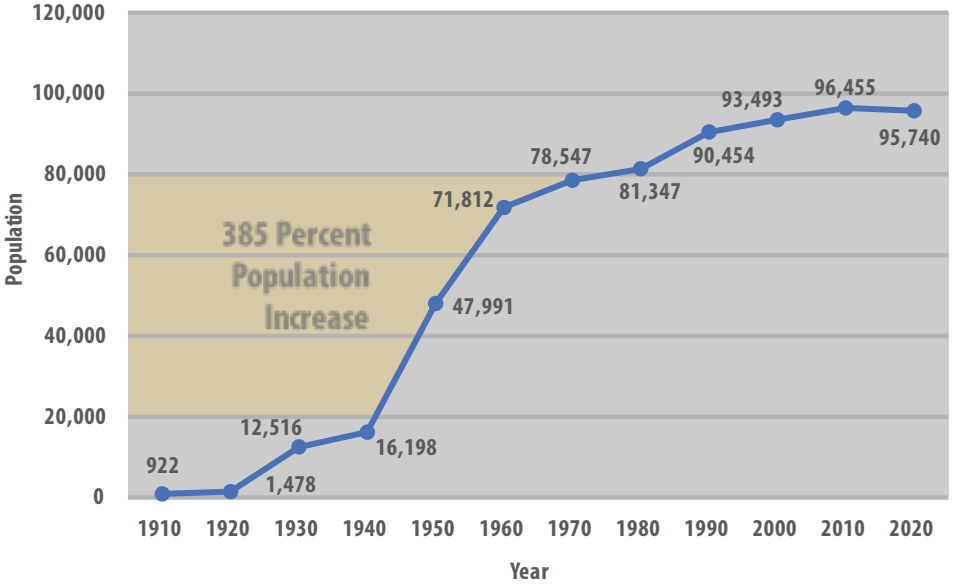
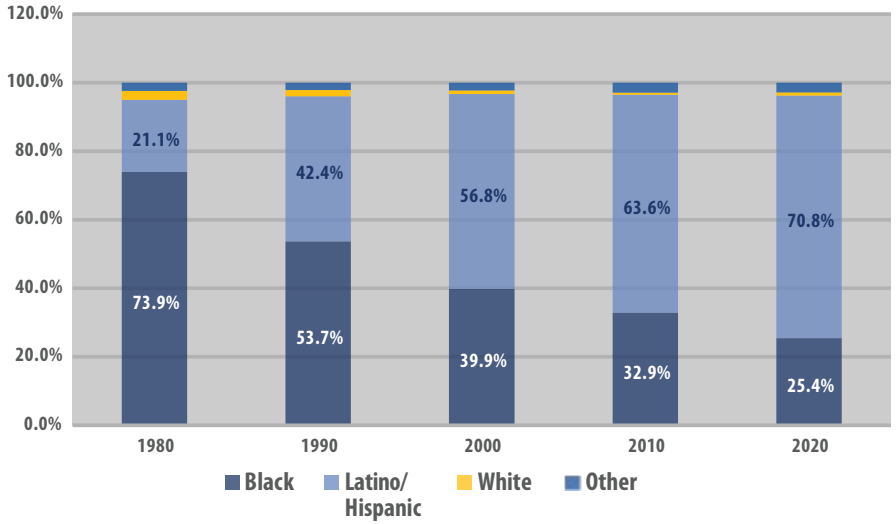


Figure 1-6: Race/Ethnicity Change (1980 – 2020)



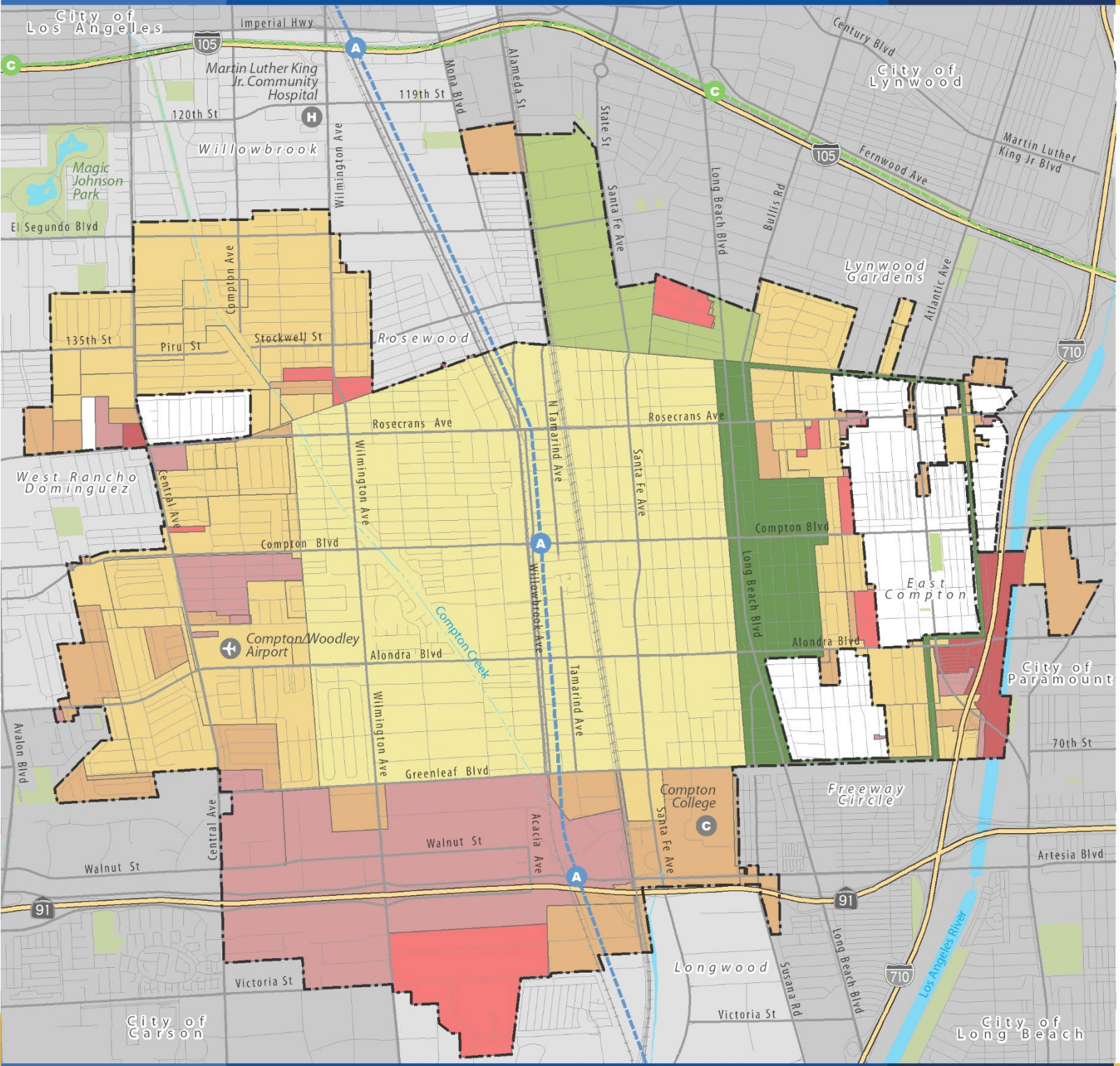


Figure 1-7
Annexation History

City Annexations (Year)

- 1924
- 1925 - 1930
- 1931 - 1940
- 1941 - 1950
- 1951 - 1960
- 1961 - 1970
- 1971 - 1980
- 1981 - 1986

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Los Angeles County, 2020.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Chapter 2
Compton Today: Built Environment

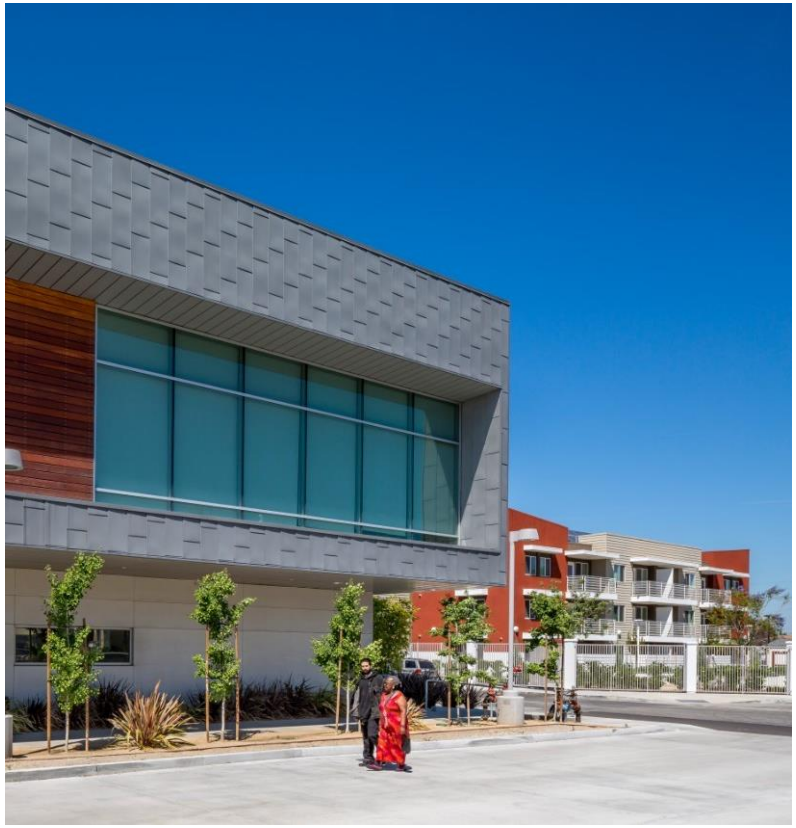
COMPTON GENERAL PLAN 2045
Building a Better Compton

Introduction

This chapter provides an overview of baseline (2023) built environment conditions in the City of Compton, which include land use, housing, and infrastructure.

The built environment encompasses all aspects of the community, including the structures where people live, work, and learn. It can generally be described as the human-made or modified structures that furnish people with spaces for living, working, education, and recreation.

Compton's existing land use and physical development patterns reflect the city's history and evolution. Compton incorporated in 1888, and the earliest development areas were centered around what is today Downtown Compton and the surrounding neighborhoods. Decisions made long ago have influenced the location of residential neighborhoods, commercial centers, and industrial districts. They have also played a role in establishing the street pattern, which predominantly follows a grid system. On July 14, 1990, the Metro A Line (formerly Blue Line) Compton Station opened, creating new opportunities within the built environment within walking distance of the station.



In some neighborhoods, housing density can vary with a mixed of smaller apartment buildings.



Land Use

Land use refers to the human activities and purposes for which land is utilized or modified. It encompasses the various ways in which land is allocated, managed, and developed to meet societal needs and economic objectives. Land use includes a wide range of activities, such as residential, commercial, industrial, and recreational purposes. Land use policy involves decisions about how land is divided, designated, and utilized, considering factors like zoning regulations, environmental considerations, infrastructure development, and urban design.

Existing Land Use (2020)

Existing land use and development plans and regulations provide a starting point for understanding past planning efforts that have shaped and continue to shape the City of Compton. Relevant documents include the General Plan, Zoning Code, and specific plans.

Existing land use reflects the current condition of the built environment in a city, which may not always align with the zoning code and map. Compton comprises roughly 19,698 parcels, covering almost 5,090 acres, excluding street rights-of-way (see Table 2-1). The sphere of influence adds 423 acres. Together, the corporate city boundary and all sphere areas are considered the "Planning Area." Most development within the Planning Area is residential (2,461 acres).

Figure 2-2 graphically depicts existing land use distribution in Compton. Single-unit residential use dominates most of the land use within the city, followed by industrial, educational, and commercial land uses. Single-unit residential land uses are distributed citywide, while industrial uses are concentrated along the north, south, and central corridors. Educational land use exists in pockets, and commercial land uses are primarily located along the principal roadways of Long Beach Boulevard, Rosecrans Avenue, and Compton Boulevard.

Figure 2-1: Land Use Acres Percentage (2023)

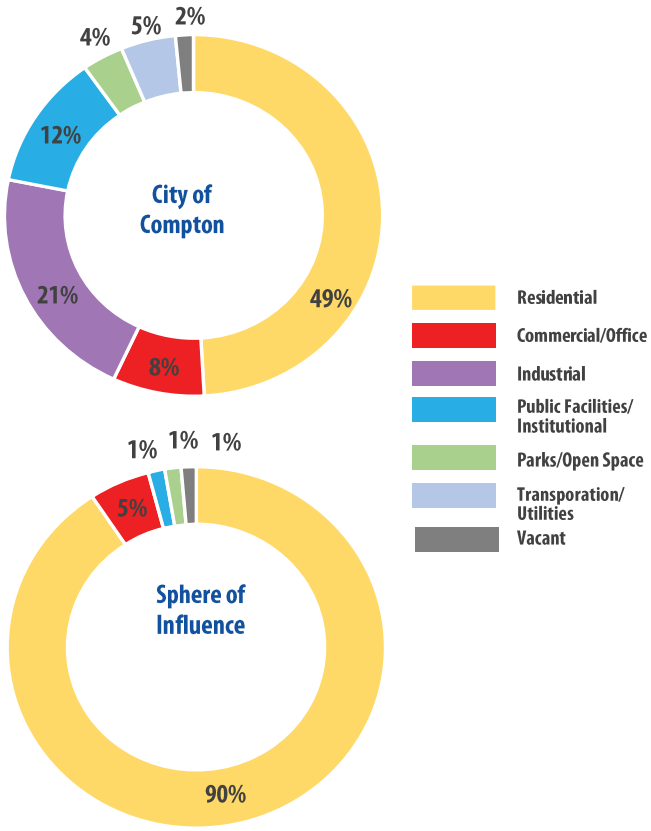


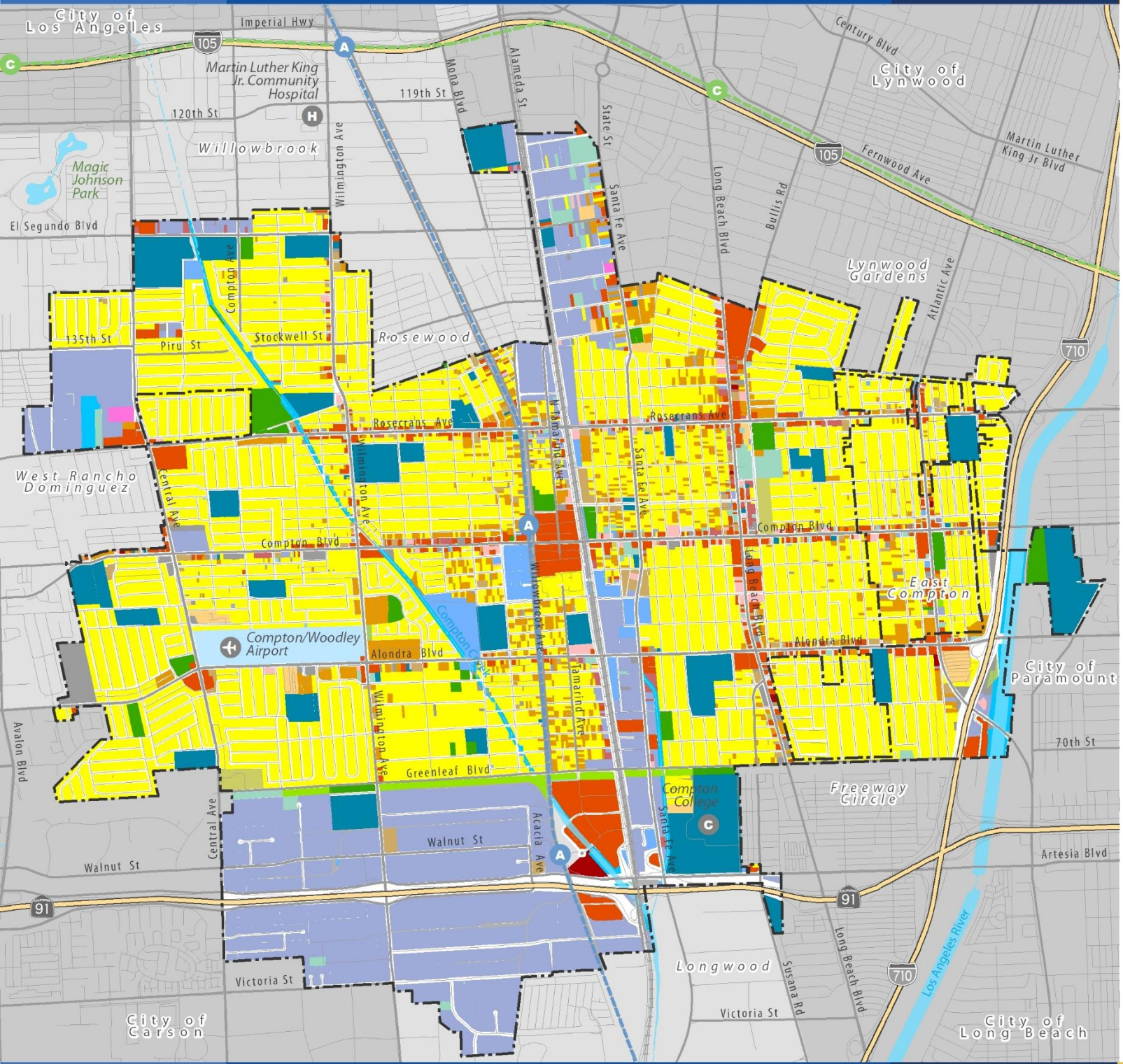
Table 2-1: Existing Land Use (2023)

Existing Land Uses		City of Compton		Sphere of Influence		Planning Area	
		Acres	Percent of Total	Acres	Percent of Total	Acres	Percent of Total
Residential Uses	Single Units	2,238.2	44.0%	356.7	83.9%	2,595.0	47.1%
	Mobile Home Park	30.2	0.6%	-	-	30.2	0.5%
	Multiple Units	225.3	4.4%	26.1	6.1%	251.3	4.6%
	Assisted Living	6.4	0.1%	-	-	6.4	0.1%
Commercial and Industrial Uses	Commercial	294.4	5.8%	19.6	4.6%	314.1	5.7%
	Auto Repair	24.4	0.5%	-	-	24.4	0.4%
	Offices	30.4	0.6%	1.4	0.3%	31.8	0.6%
	Hotel/Motel	9.3	0.2%	0.3	0.1%	9.6	0.2%
	Industrial/Warehouses	1,080.4	21.2%	1.3	0.3%	1,081.7	19.6%
Public Facilities and Institutional Uses	Parking	10.9	0.2%	-	-	10.9	0.2%
	Civic Facilities	79.8	1.6%	1.3	0.3%	81.1	1.5%
	Education	452.8	8.9%	0.8	0.2%	453.6	8.2%
	Places of Worship	59.0	1.2%	4.1	1.0%	63.1	1.1%
Open Spaces and Recreation Uses	Cemetery	21.3	0.4%	-	-	21.3	0.4%
	Nursery	30.1	0.6%	0.6	0.1%	30.7	0.6%
	Parks and Recreation	86.5	1.7%	5.8	1.4%	92.3	1.7%
	Open Space	2.8	0.1%	-	-	2.8	0.1%
	Waterbodies	89.1	1.8%	-	-	89.1	1.6%
Transportation and Utilities	Rail Corridor	94.7	1.9%	-	-	94.7	1.7%
	Utilities	70.4	1.4%	1.9	0.4%	72.3	1.3%
	Airport	73.9	1.5%	-	-	73.9	1.3%
Other	Vacant	79.1	1.6%	5.3	1.2%	84.4	1.5%
	Total	**5,089.5**	**100.0%**	**425.2**	**100.0%**	**5,514.7**	**100.0%**

Source: MIG, Los Angeles County Assessor, and UrbanFootprint, 2022.

Figure 2-2

Existing Land Use



Existing Land Use (2022)

- Single Unit Residential
- Mobile Home Park
- Multi-Unit Residential
- Commercial
- Auto Repair Services
- Hotel/Motel
- Office
- Assited Living
- Public Facilities
- Schools/Education
- Industrial
- Religious Institution
- Nursery
- Open Space
- Parks and Recreation
- Cemetery
- Utilities
- Parking
- Rail Corridor
- Airport
- Water
- Vacant

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels

Data Source: UrbanFootprint, 2022.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Residential Housing Density

Residential housing density refers to the number of dwelling units per acre and represents a way to describe a type of housing, from detached single-unit dwellings to duplexes, townhomes, and multi-unit developments.

Figure 2-3 provides a geographical representation of residential housing density in Compton. As indicated above, subdivisions of detached housing dominate the land use pattern. Most areas have a residential housing density ranging from seven to 10 units per acre.

However, pockets of higher density occur citywide. West of Compton Creek and between Alondra and Compton Boulevard, neighborhoods typically have densities ranging from 10 to 20 per acre. In this area, a housing development consists of single-unit homes with small lot sizes, allowing for a higher number of homes per acre. Compton has only a few areas where density increases to 30 to 31 dwelling units per acre. For instance, at the corner of North Bullis Road and Rosecrans Avenue, there is an apartment complex called "Blanca" with nine two-story apartment buildings.

Reflective of the long-ago “ranchette” development approach, a few areas have relatively low densities, from 0.3 to 5.0 residential units per acre, such as along Wilmington Avenue between Greenleaf and Alondra Boulevard. In this neighborhood, homes are set farther back from the street and have deep backyards, where animal keeping was common through the World War II era.



In some neighborhoods, housing density can vary with a mixed of smaller apartment buildings.

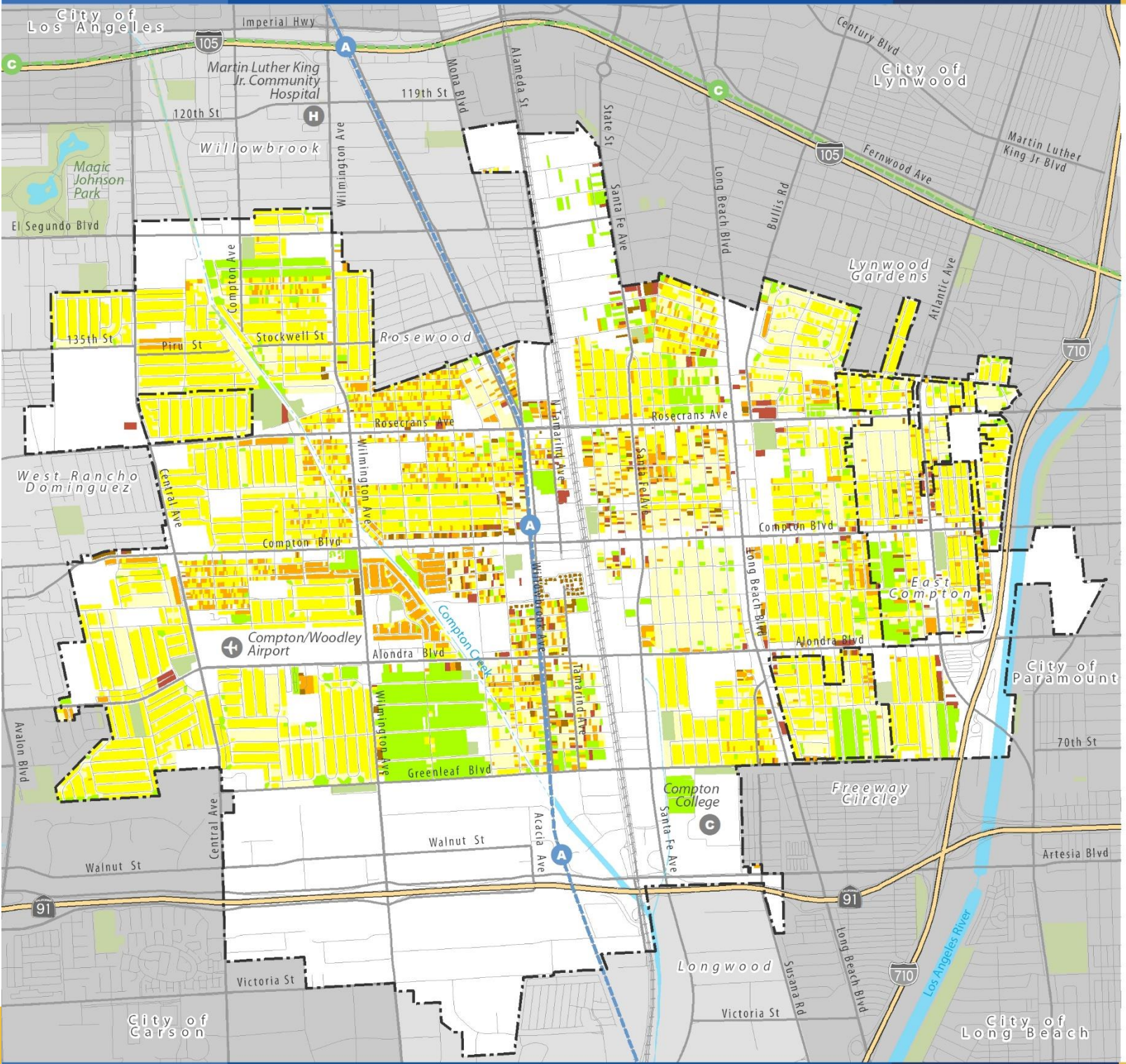


Figure 2-3
Residential Density

Residential Density (Dwelling Units per Acre)

- 0.3 - 5.0
- 5.1 - 7.0
- 7.1 - 10.0
- 10.1 - 20.0
- 20.1 - 30.0
- 30.1 - 341.3

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Los Angeles County Assessor, 2020.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Figure 2-4: Residential Densities



Lower Residential Densities

- **Density Range:** 3 to 4 dwelling units per acre
- **Height:** 1 to 2 stories
- **Average Lot** Size: 34,600 sq. ft. (0.80 acre)
- **Unit Types:** single-unit dwellings, duplexes, accessory dwelling units
- **Parking:** garages access by street (front loaded) or alley (rear loaded)



Moderate Residential Densities

- **Density Range:** 5 to 10 dwelling units per acre
- **Height:** 1 to 3 stories
- **Average Lot Size:** 6,000 (0.14 acres)
- **Unit Types:** single-unit dwellings, accessory dwelling units, duplexes, triplexes, fourplexes, townhomes, small multiple units
- **Parking:** garages, surface parking lot



Higher Residential Densities

- **Density Range:** 10 to 30 dwelling units per acre
- **Building Height:** 2 to 4 stories
- **Average Lot Size:** 4,800 (0.11 acres)
- **Unit Types:** Triplexes, fourplexes, townhomes, apartments or condominiums
- **Parking:** garages, surface parking lot or parking structure

Land Use Regulation

Land use regulation is an umbrella term for rules that govern land development, and the general plan and zoning are the two key land use regulation tools. The Compton General Plan and Zoning Code control development of private land through use, density, design, parking, and landscape requirements.

General Plan Land Use

The General Plan Land Use Element guides land use and development in the city. Figure 2-5 illustrates the General Plan Land Use Map.

Compton last comprehensively updated its General Plan in 1991. *General Plan Vision 2010* is organized into nine elements, which present an integrated and internally consistent set of goals, policies, and implementation measures. The following elements are in the 1991 General Plan:

- Land Use Element
- Housing Element
- Circulation Element
- Conservation, Open Space/Parks and Recreation Element
- Public Safety Element
- Noise Element
- Public Facilities Element
- Urban Design Element
- Economic Development Element

In 2010, the City initiated a General Plan update, but the process stalled in 2014 and was not completed.

Community members and leaders use the General Plan for the following purposes:

- **City Decisionmakers.** The City Council and Planning Commission use the General Plan goals and policies as a basis upon which to make both long-term and short-term decisions and prioritize tasks.
- **City Leaders and Staff.** City department staff reference the General Plan when considering development applications, capital improvements, service programming, and departmental budgeting.
- **Community.** Residents, property owners, existing and prospective business owners, and developers can seek guidance for enhancing their property, building, or businesses through the General Plan.
- **Other Jurisdictions and Organizations.** Other local and regional agencies refer to the General Plan when projecting future needs and services.

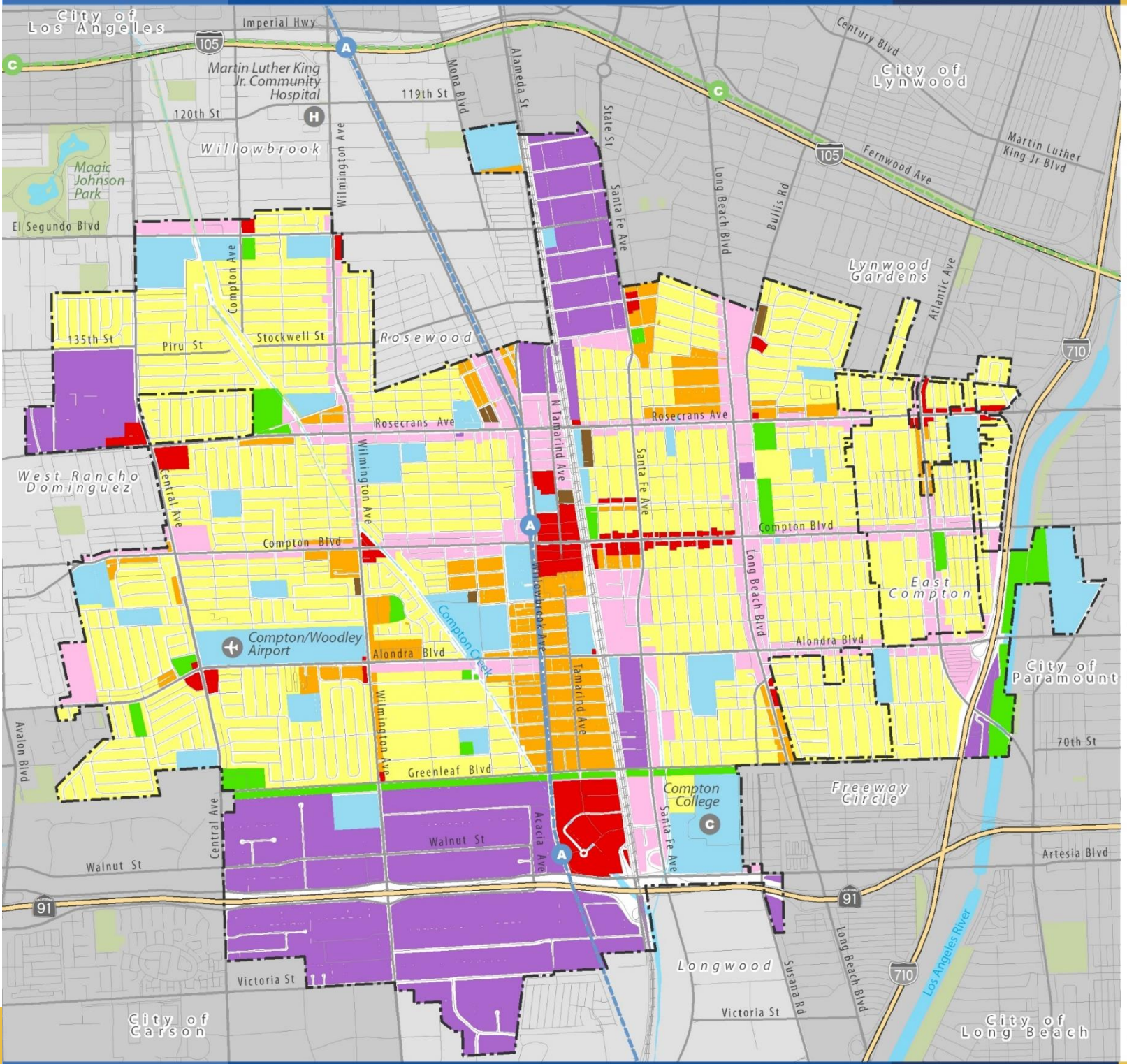


Figure 2-5
General Plan Land Use

1991 General Plan Land Use

- Low Density Residential
- Medium Density Residential
- High Density Residential
- General Commercial
- Mixed Use
- Industrial
- Public/Quasi Public
- Open Space/Parks

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: City of Compton, 2022.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Zoning

Zoning refers to the division and regulation of land within a jurisdiction into different zones or areas, each with specific permitted land use and development regulations. Typically, zoning is implemented by local governments to guide and control the physical development of an area.

The primary purpose of zoning is to promote orderly and harmonious land use, ensuring that different types of land uses are appropriately located and compatible with surrounding areas. Zoning regulations help balance the interests of property owners, residents, businesses, and the community.

Zoning ordinances translate General Plan policies into detailed development regulations. Zoning specifies with greater precision what can be built where, including development standards, parking requirements, landscape standards, and design standards. The City's zoning map is shown on Figure 2-5.

The complete Zoning Code can be found in Chapter 30 of the Compton Municipal Code, which consists of 13 zones and one overlay. Table 2-2 identifies the current (2023) zones.

Table 2-2: Zones

Zone Symbol	Zone Designations
R-A	Residential Agriculture
R-L	Low-Density Residential
R-M	Medium-Density Residential
R-H	High-Density Residential
C-L	Limited Commercial
C-M	Commercial Manufacturing
M-L	Limited Manufacturing
M-H	Heavy Manufacturing
B	Buffer
P	Automobile Parking
D	Planned Development
PRL	Parking Residential Low
PRM	Parking Residential Medium
PRH	Parking Residential High
B-O	Billboard Overlay Zone

Source: Compton Municipal Code, Chapter 30 -4, Establishment of Zones.

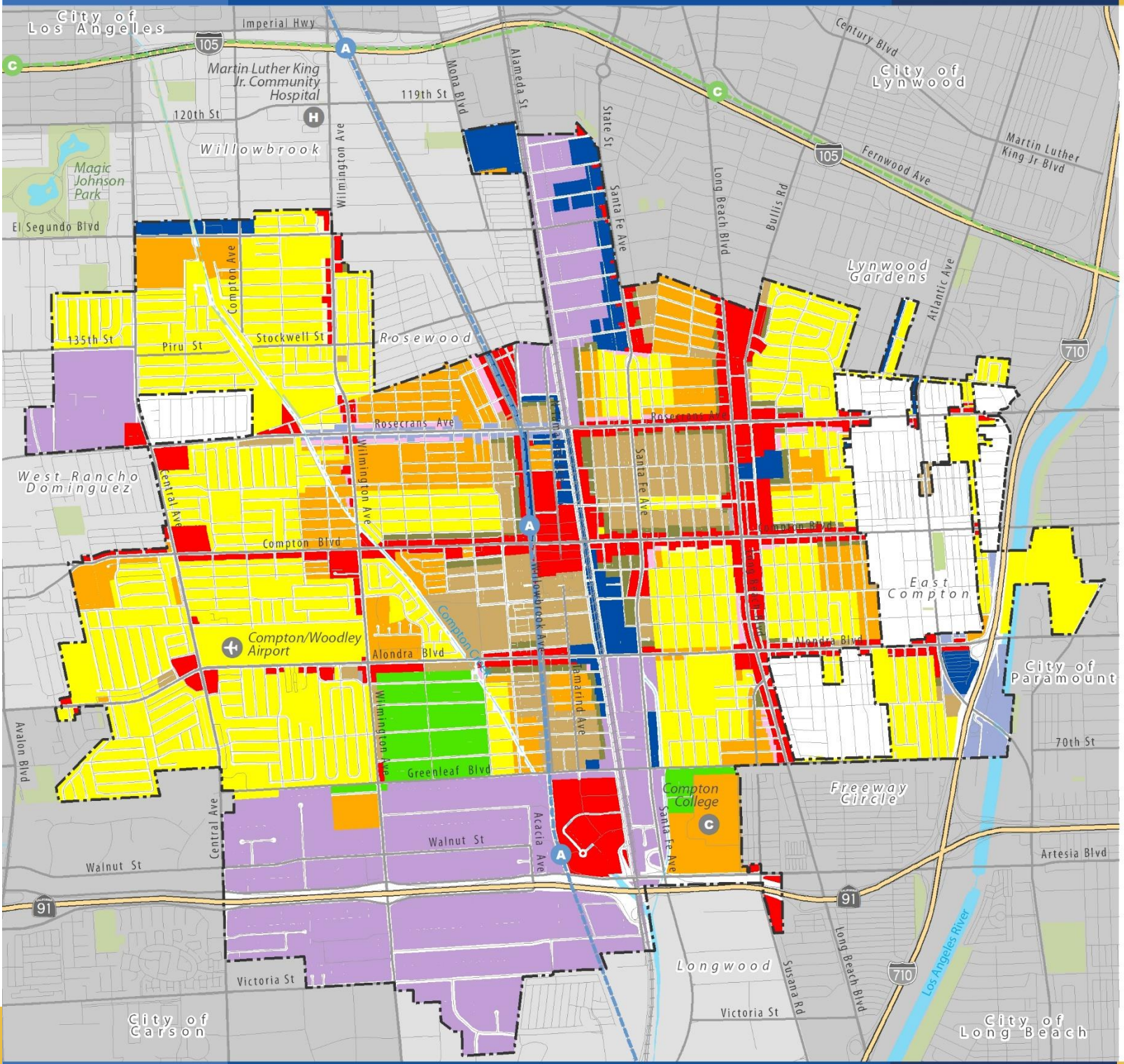


Figure 2-5
Zoning

Zoning Districts

- RA - Residential Agriculture
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- P - Parking
- PRL - Parking/Low Density Residential
- PRM - Parking/Medium Density Residential
- PRH - Parking/High Density Residential
- CL - Limited Commercial
- CM - Commercial Manufacturing
- ML - Limited Manufacturing
- MH - Heavy Manufacturing

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: City of Compton, 2022.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Urban Form

Urban form refers to the physical layout, structure, and spatial characteristics of a city or urban area. It encompasses the arrangement, design, and organization of buildings, streets, public spaces, infrastructure, and land uses within an urban environment. Urban form reflects the historical, cultural, social, economic, and environmental factors that have shaped a city over time.

Building Age

Building age can provide insights into the condition of buildings within a city. Figure 2-7 visually illustrates the age distribution of all buildings in Compton, revealing that many structures were constructed between 1941 and 1950. The data also indicates the presence of buildings built between 1921 and 1930, as well as some dating as far back as 1869 and 1920. In certain areas of northwestern and southern Compton, there is a concentration of buildings constructed between 1951 and 1980. Generally, the age of buildings in Compton tends to be older, with only a few areas featuring construction from 1991 to the present. Focusing specifically on housing, the most recent Housing Element update provides information on the age of Compton's housing stock.

As shown in Table 2-3, over half of the homes in Compton were built between 1940 and 1959, with less than one percent constructed after 2009. While this data is from 2017, it is likely still fairly accurate, as there has not been a significant residential construction boom since that time. In comparison to the County of Los Angeles, many housing units were constructed in the county between 1960 and 1979, with more units built after 1980 in the county than in Compton. The housing element states that housing rehabilitation is a priority need for the community, with approximately 45 percent of housing units in the city requiring substantial rehabilitation.



The Heritage House is the oldest remaining house in the city, built in 1869.

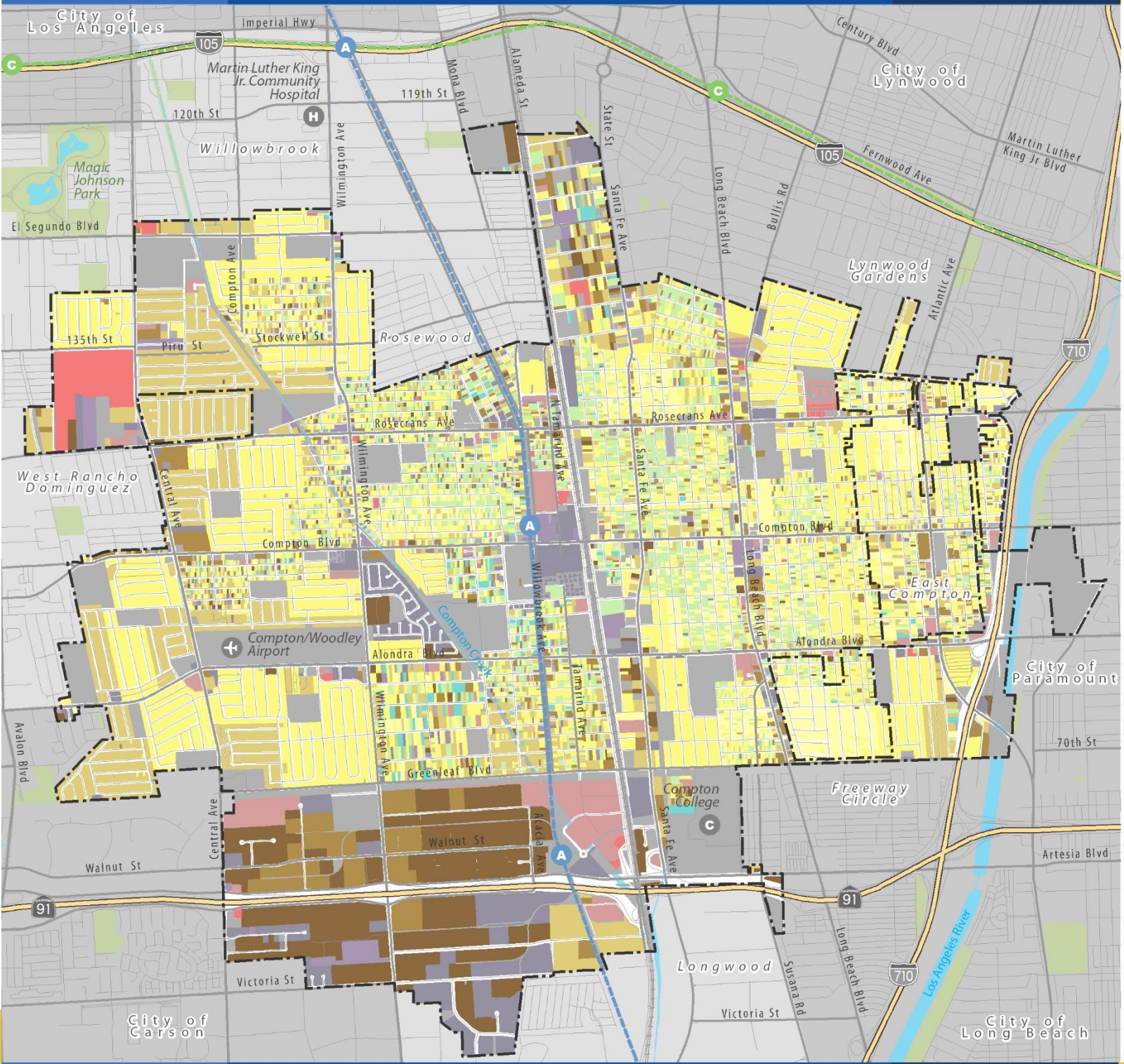
Table 2-3: Housing Units Year Built

Age Range	Percentage of Housing Age	
	Compton	LA County
Before 1939	12.9%	15.1%
1940 – 1959	51.6%	30%
1960 – 1979	20.2%	28.4%
1980 – 1999	10.8%	17.9%
2000 – 2009	3.4%	5.4%
2010 – 2013	0.7%	1.2%
2014 or later	0.2%	1.2%
Total	**100%**	**100%**

Source: U.S. Census, American Community Survey, 2020.

Figure 2-7

Age of Housing Stock



- 1829 - 1920
- 1921 - 1930
- 1931 - 1940
- 1941 - 1950
- 1951 - 1960
- 1961 - 1970
- 1971 - 1980
- 1981 - 1990
- 1991 - 2000
- 2001 - 2013
- 2014 - 2020
- No Data

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Los Angeles County Assessor, 2020.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Newer buildings city wide are primarily commercial establishments such as the Best Buy Warehouse, UPS Customer Center, Target, and Home Depot. In northeast Compton, along Rosecrans Boulevard between North Pannes Avenue and South Thorston Avenue, the newer housing development known as "KB Homes Edgemont" was constructed in 2018. This development consists of single-unit dwellings on small lots and includes community amenities such as a basketball court, clubhouse, and gym.

Building Footprint

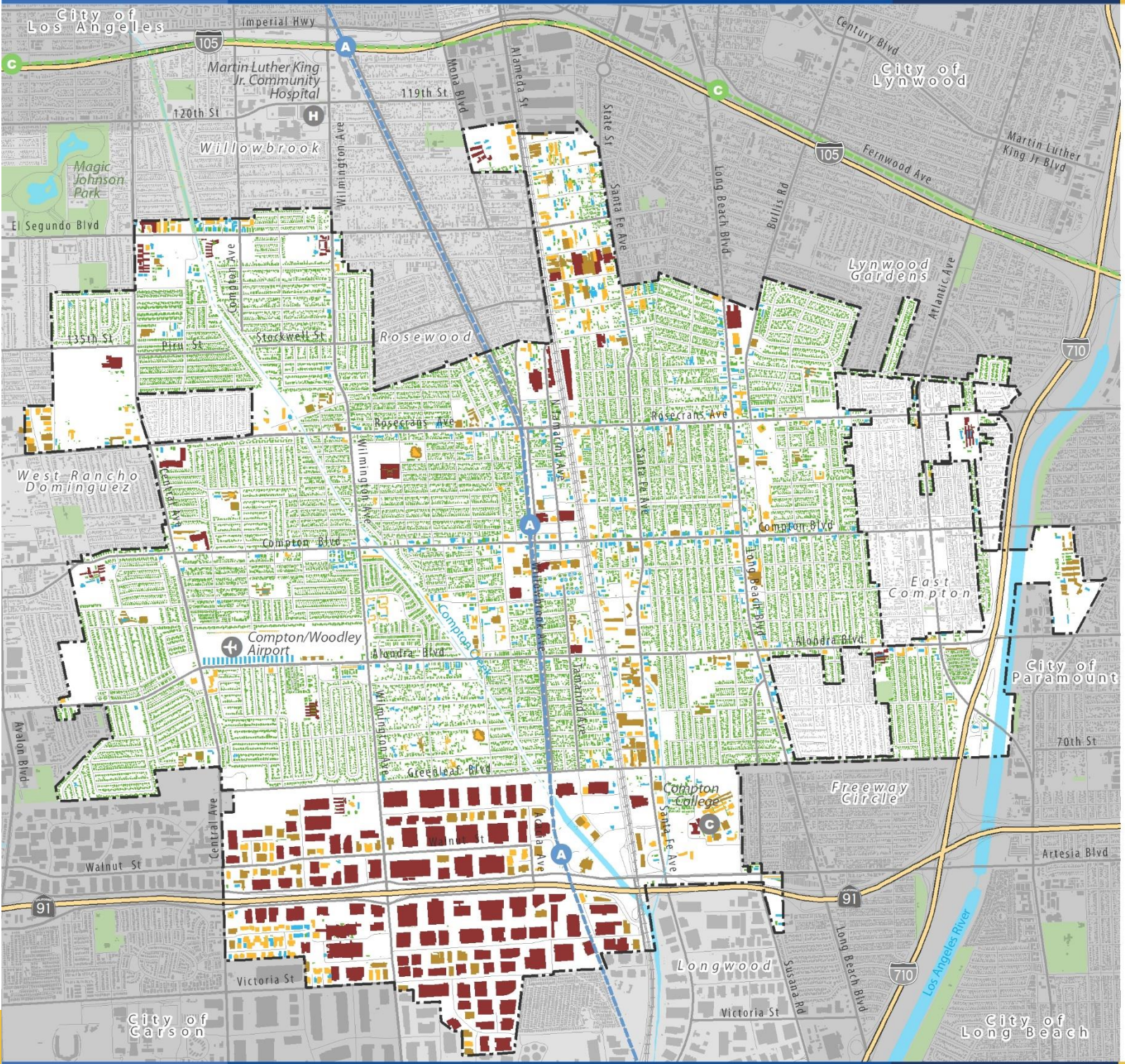
Figure 2-8 illustrates the pattern of building footprints throughout Compton. This pattern helps visually distinguish areas that are residential, characterized by smaller building footprints, from those that are commercial and industrial, marked by larger building footprints, even without the overlay of a land use map.

Much of the city features smaller building footprints, signifying residential and smaller business areas. Between Tamarind Avenue and Santa Fe Avenue, larger building footprints indicate a commercial area that supports businesses such as Burlington, Ross, Superior Grocers, and CVS. The white spaces visible on the map in this area represent parking areas for patrons of these stores. In northwest Compton, at the intersection of 135th Street and Central Avenue, larger building footprints indicate a mix of commercial and industrial businesses. This area is home to the Best Buy Warehouse, UPS Customer Center, garbage collection services, a cold storage facility, and a bus charter office. Southwest Compton, located south of Greenleaf Boulevard, features buildings with some of the largest footprints, denoting an industrial area. This zone accommodates moving equipment companies, grocery warehouses, a trucking storage yard, and appliance manufacturing facilities.



Industrial warehouse buildings in the southern portion of the city consist of a larger footprint to store and distribute goods and materials.

Figure 2-8
Building Footprints



Building Footprint (Square Feet)

- 1 - 5,000
- 5,001 - 10,000
- 10,001 - 25,000
- 25,001 - 50,000
- 50,001 - 250,000

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Los Angeles County LARIAC, 2022.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Lot Size

The lot size refers to the area of land within an individual lot or parcel. It is typically measured in square feet or acres. Lot size is an important consideration when buying or selling property, as it can affect the property's value, potential use, and zoning regulations. Lot size can have a significant impact on land uses and development. Here are some ways lot size influences land use:

- **Zoning and Regulations:** Lot size often determines the permitted land uses and building densities in a particular area. Zoning regulations set minimum lot size requirements for different types of land uses. For example, residential zoning may require larger lots for single-family homes, while smaller lots may be allowed for townhouses or apartments. In Compton, the average single-unit dwellings lot size is 7,000 square feet, where as multi-unit dwellings lot averages 11,000 square feet. Commercial or industrial zoning may have their own specific lot size requirements and are typically larger to accommodate buildings parking for vehicles and trucks. Commercial lots in Compton average 11,000 square feet in size, whereas industrial buildings average 70,000 square feet.

- **Building and Development Potential:** The size of a lot directly affects the scale and type of development that can occur. Larger lots may allow for more substantial buildings, such as large residential homes, commercial structures, or industrial facilities. Smaller lots may limit the size and configuration of buildings, leading to more compact or multi-unit development.

- **Open Space and Amenities:** Lot size influences the amount of open space available on a property. Larger lots provide more room for landscaping, gardens, yards, and recreational areas. In contrast, smaller lots may have limited space for open areas, resulting in less private outdoor space for residents or limited public green spaces. There are approximately 1,000 residential properties under 3,000 square feet in size.

- **Community Character:** Lot size can contribute to the overall character and aesthetics of a neighborhood or community. Areas with larger lots often have a more spacious and suburban feel, with larger setbacks between buildings. Smaller lots, on the other hand, may result in a more urban or compact environment, with buildings closer together.

Lot size alone does not determine land use. Other factors, such as market demand, local planning policies, environmental considerations, and economic factors, also influence land use decisions.

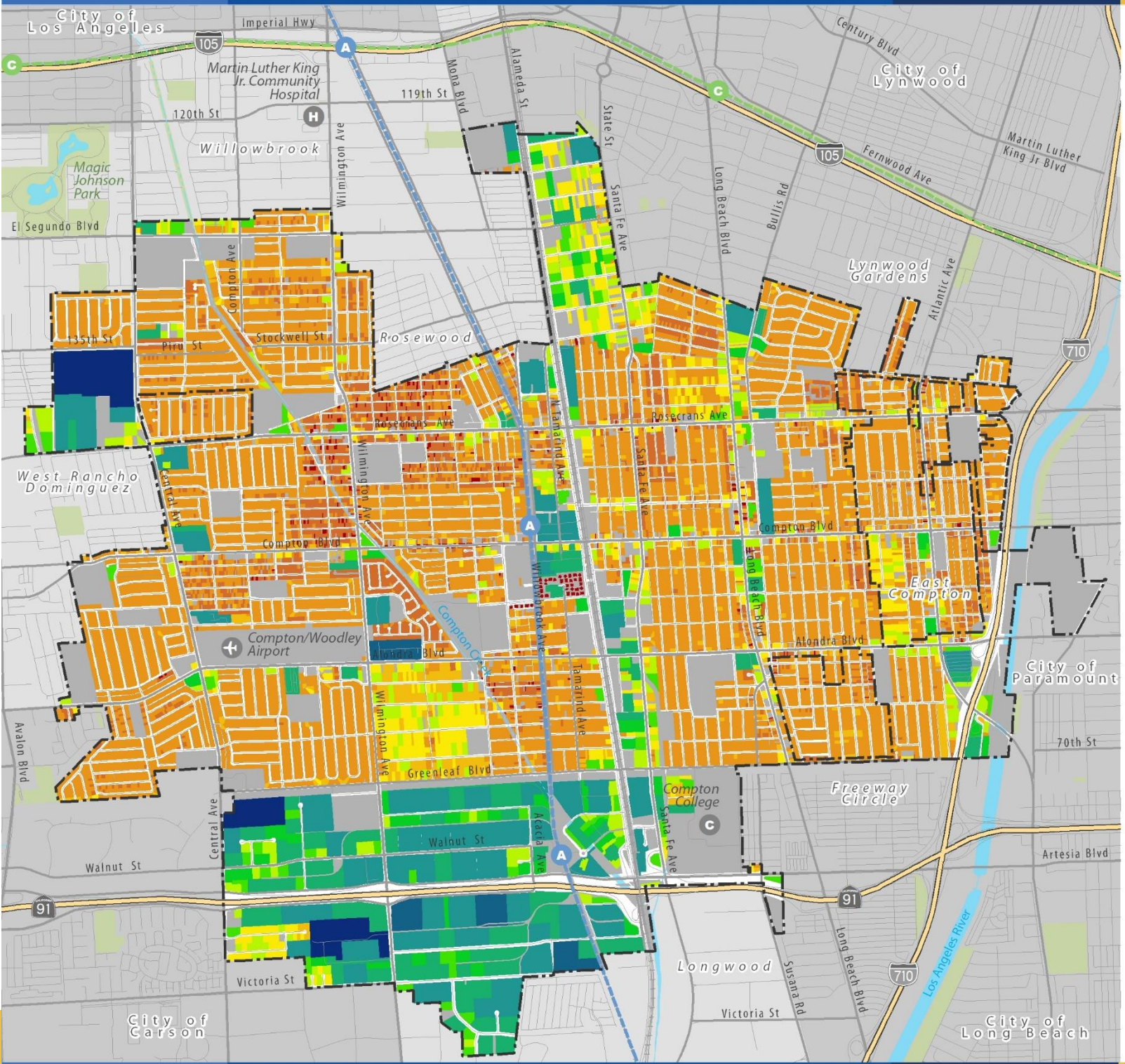


Figure 2-9
Lot Size

Lot Size (Square Feet)

- 305 - 2,500
- 2,501 - 5,000
- 5,001 - 10,000
- 10,001 - 15,000
- 15,001 - 25,000
- 25,001 - 50,000
- 50,001 - 75,000
- 75,001 - 100,000
- 100,001 - 200,000
- 200,001 - 500,000
- 500,001 - 750,000
- 750,001 - 1,200,000
- No Data

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Los Angeles County Assessor, 2020.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Land Use and Urban Form Considerations

- Single-unit residential uses overwhelmingly dominate Compton's land use, with the majority of the city featuring between 7.1 to 10 dwelling units per acre, highlighting the prevalence of single-unit dwellings.
- A significant number (64.5%) of buildings in Compton were constructed between 1931 and 1950, while over 51% of units were built between 1940 and 1959. Buildings older than 60 years may begin to deteriorate if not properly maintained or exposed to natural elements.
- Land use patterns illustrate a clear segregation of uses. To take better advantage of light rail service and bus service along the corridors, opportunities exist to create mixed-use environments. Also, the separation of industrial districts serves the city well in terms of creating distinct areas for employment-generating uses, including those that may generate noise and other impacts incompatible with residential neighborhoods.

Public Facilities and Parks

Public community facilities provide essential services to communities, including information, events, recreation, classes, and places to gather. Libraries in particular can serve as cultural and community hubs, anchoring surrounding development and bringing diverse groups together in one space. Community centers are equally vital for fostering a healthy and vibrant community. These wellness centers offer residents opportunities to stay active and engage with fellow community members. They serve as inclusive meeting places, promoting a culture of health and well-being within the communities they serve.

Libraries

Compton residents have nearby access to two public libraries operated by the County of Los Angeles Library system. Compton Library is located at the Compton Civic Center, and the East Rancho Dominguez Library is in unincorporated East Compton. Libraries are invaluable institutions that contribute to education, personal development, cultural enrichment, and community cohesion. They cultivate a love for learning, support intellectual growth, and provide a space for individuals to explore, connect, and engage with the world around them.

Community Centers

Compton boasts several community centers, each serving various purposes. The Douglas F. Dollarhide Community Center, owned and operated by the City, is located in central Compton and serves as a versatile facility offering educational, cultural, social, and recreational programs, some of which are tailored to senior citizens. The community center at Walter R. Tucker Sr. Park in western Compton provides recreational programs suitable for all ages, while the Lueders Park Community Center in northeast Compton offers recreational programming, including dance classes.

Additionally, the Center for Sustainable Communities, operated by the Neighborhood Housing Services of Los Angeles County, is situated in northwest Compton and offers programs and services such as farmers' markets and financial fitness workshops to the community. The East Rancho Dominguez Community Center, also operated by Los Angeles County and located in unincorporated East Compton, hosts after-school programs, concerts, day camps, computer classes, tennis lessons, and food drives.

Figure 2-10 identifies the libraries and community centers within the city and surrounding areas.



Douglas F. Dollarhide Community Center

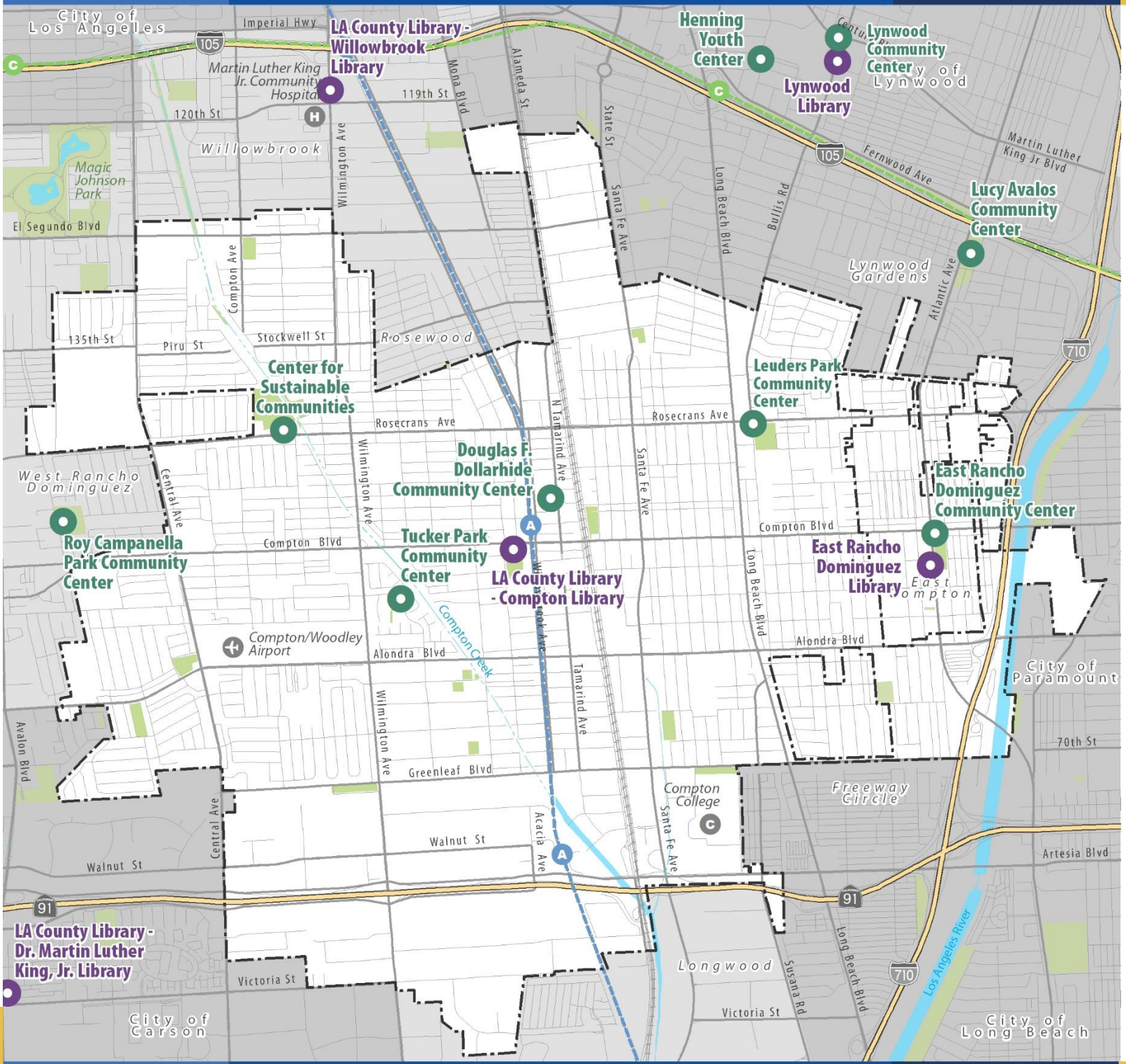


Figure 2-10

Public Facilities

Libraries and Community Centers

- Libraries
- Community Centers

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: MIG, 2022.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Public Schools

The Compton Unified School District serves as the primary school system for the City of Compton (see Figure 2-11). A portion of the city is covered by the Lynwood Unified School District, located in the northern area along Long Beach Boulevard. The Compton Unified School District serves Compton, portions of Paramount, portions of Carson, and the unincorporated neighborhoods of West Compton and East Compton in Los Angeles County.

Within the Compton Unified School District are 25 elementary schools, four high schools, eight middle schools, and three K-12 schools. Additionally, the district operates one adult education center, one alternative school of choice, one continuation high school, and one special education school.

In May of 2022, Compton High School broke ground on a new campus, expected to open in 2025. This campus will provide classroom spaces for 2,500 students, offering programs in construction, manufacturing, graphic arts, communications, robotics, and culinary arts. It will also feature a new football/soccer stadium and an outdoor swimming pool.



Centennial High School

Compton College

Compton College, part of the Compton Community College District, was established in 1927 as a component of the Compton Union High School District. In 1950, voters approved a bond issue that separated the college from the high school district, leading to the construction of the new college campus on its current site. Classes commenced on the new campus in the fall of 1956.

The Compton Community College District covers an area of about 29 square miles. As of 2018, Compton College enrolls approximately 18,000 students, employs 290 full and part-time faculty members, and offers over 40 degree programs and over 40 certificate programs.

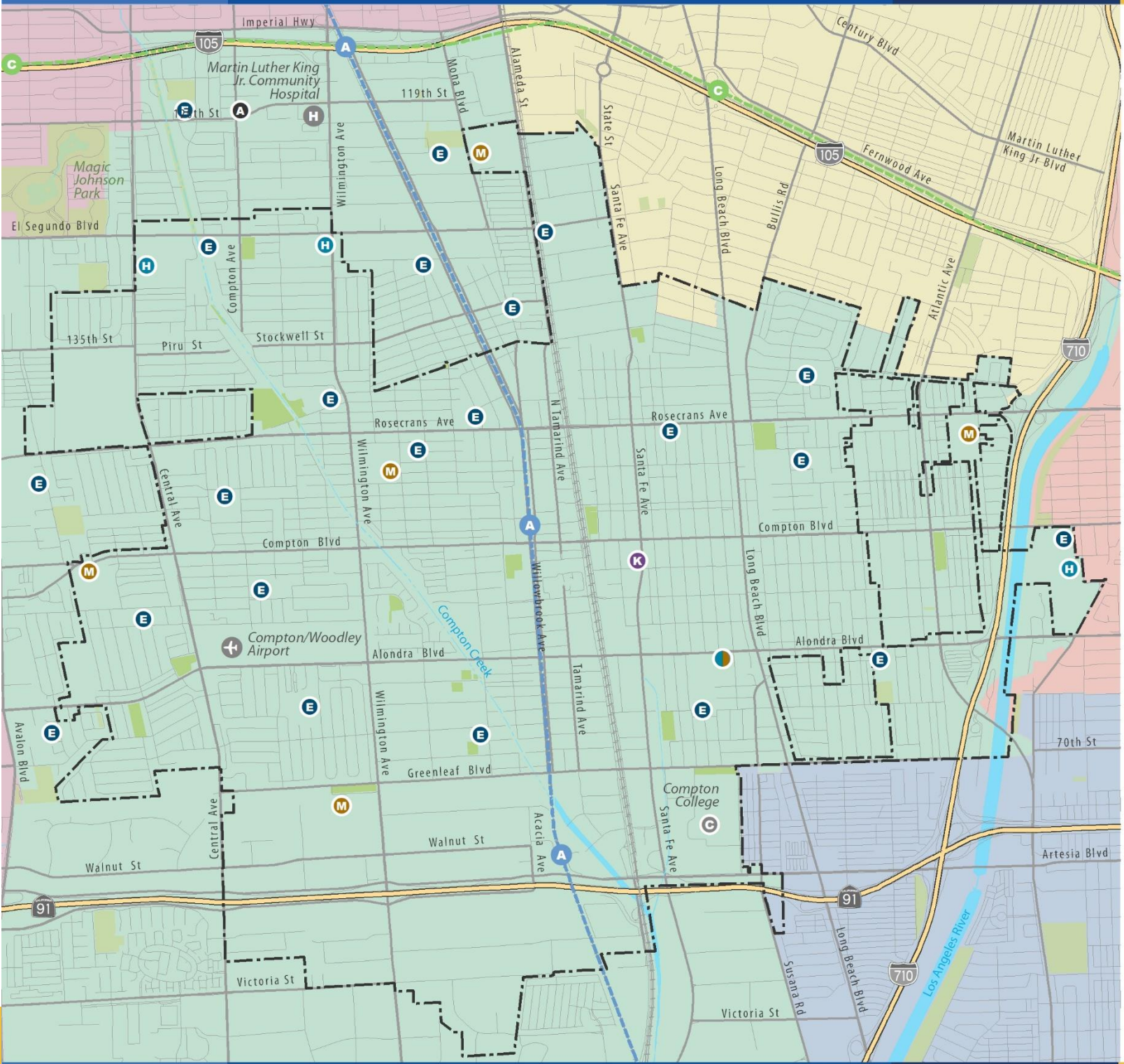


Figure 2-11
Public Schools

Compton Unified Schools

- Elementary Schools (24)
- Middle Schools (7)
- High Schools (4)
- K-12 (2)
- High / Middle School
- Alternative School of Choice (1)

Other Schools

- El Camino - Compton College

School District Boundaries

- Compton Unified
- Long Beach Unified
- Los Angeles Unified
- Lynwood Unified
- Paramount Unified

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: California Department of Education, 2021.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Parks Facilities

Parks play a vital role in establishing and maintaining the quality of life in a community, promoting the health and well-being of families and youth, and contributing to the economic and environmental prosperity of both a community and its region. Compton has approximately 15 parks and recreation facilities (see Figure 2-12). These park facilities vary in size and amenities, with some including community facilities within their boundaries (see Table 2-4).

The largest city park facility is Gonzales Park, situated in northwest Compton. It is also home to a community center and features two junior baseball diamonds, a children's playground, batting cages, fitness equipment, a picnic area, a community banquet room, an aquatic center, and the Jackie Robinson Baseball stadium.

The second-largest park is Lueders Park, owned by the city and located in northeast Compton. Lueders Park covers six acres and offers a community banquet room, picnic area, gymnasium, outdoor fitness amenities, tennis courts, a playground, and additional picnic areas.

With a population of 95,740 in 2020 and a total of 67 acres of parkland, Compton provides 1.43 acres of parkland per 1,000 residents. A typical park and recreation agency should offer anywhere between 3.0 to 10.0 acres of parkland per 1,000 residents. As such, Compton should provide anywhere from 287 to 957 acres of parkland with a population of 95,740. Therefore, the City is lacking anywhere from 220 to 890 acres of parkland it should be providing to the community.

Conversely, a lower ratio suggests limited parkland available per person, potentially resulting in overcrowding in existing parks, limited opportunities for outdoor activities, and potential negative impacts on public health and well-being.



Wilson Park playground



Skate Park located in Wilson Park

Table 2-4: Existing Parks and Recreation Facilities

Park Name	Address	Acres	Park Amenities	
Burrell-MacDonald Park	2516 W. Alondra Blvd.	5.1	▪ Baseball Diamond ▪ Basketball Court(s) ▪ Community Banquet Room ▪ Multipurpose Field ▪ Outdoor Fitness Equipment	▪ Picnic Area ▪ Playground ▪ Recreation Room(s) ▪ Walking Trail
Compton Par 3 Golf Course	6400 E. Compton Blvd.	11.9	▪ Off-Street Parking ▪ Pro Shop	▪ Snack Shop
Ellerman Park	400 W. Bennett St.	1.7	▪ Multipurpose Field ▪ Playground	
Fig/Oleander Park	Oleander Ave/Fig St.	0.3	▪ Playground	
Gonzales Park	1101 W. Cressey St.	14.3	▪ Aquatic Center ▪ Baseball Diamond ▪ Batting Cages ▪ Bullpens ▪ Community Banquet Room ▪ Gym	▪ Outdoor Fitness Equipment ▪ Picnic Area ▪ Playground ▪ Practice Infield ▪ Recreation Room(s) ▪ Stadium
Kelly Park	2319 E. Caldwell St.	4.3	▪ Baseball Diamond ▪ Basketball Court(s) ▪ Community Banquet Room ▪ Multipurpose Field	▪ Picnic Area ▪ Playground ▪ Recreation Room(s)
Lueders Park	1500 E. Rosecrans Ave.	7.3	▪ Aquatic Center ▪ Community Banquet Room ▪ Courtyard ▪ Gym ▪ Multipurpose Field ▪ Outdoor Fitness Equipment	▪ Picnic Area ▪ Playground ▪ Recreation Room(s) ▪ Tennis Courts ▪ Walking Trail

Park Name	Address	Acres	Park Amenities	
Caesar Chavez Neighborhood Park	1812 N. Santa Fe Ave.	1.9	▪ Basketball Court(s) ▪ Multipurpose Field	▪ Playground
Raymond Street Park	400 W. Raymond St.	1.4	▪ Baseball Diamond ▪ Playground	
Sibrie Park	1300 W. El Segundo Blvd.	3.7	▪ Baseball Diamond ▪ Multipurpose Field	▪ Playground
South Park	Chester and Caldwell	4.6	▪ Baseball Diamond ▪ Multipurpose Field	
Tragniew Park	2121 W. Alondra Blvd.	4.3	▪ Basketball Court(s) ▪ Multipurpose Field ▪ Playground ▪ Tennis Courts	
Dr. Walter R. Tucker Park	650 W. Laurel St.	2.5	▪ Classrooms / Meeting Rooms ▪ Multipurpose Field	▪ Playground ▪ Recreation Room(s)
Wilson Park	123. N. Rose St.	3.7	▪ Basketball Court(s) ▪ Community Banquet Room ▪ Gym ▪ Multipurpose Field ▪ Outdoor Fitness Equipment	▪ Picnic Area ▪ Playground ▪ Recreation Room(s) ▪ Skate Park
	Total Compton Park Acres	**67.0**		
East Rancho Dominguez Park (County of Los Angeles)	15116 S. Atlantic Ave.	5.5	▪ Gymnasium ▪ Community Center ▪ Tennis Courts ▪ Basketball Courts	▪ Playground ▪ Baseball Fields ▪ Exercise and Fitness Equipment
Dr. Martin Luther King Jr. Memorial (County of Los Angeles)	Compton City Hall and Civic Center	4.1	▪ Dr. Marth Luther King Jr. Memorial	

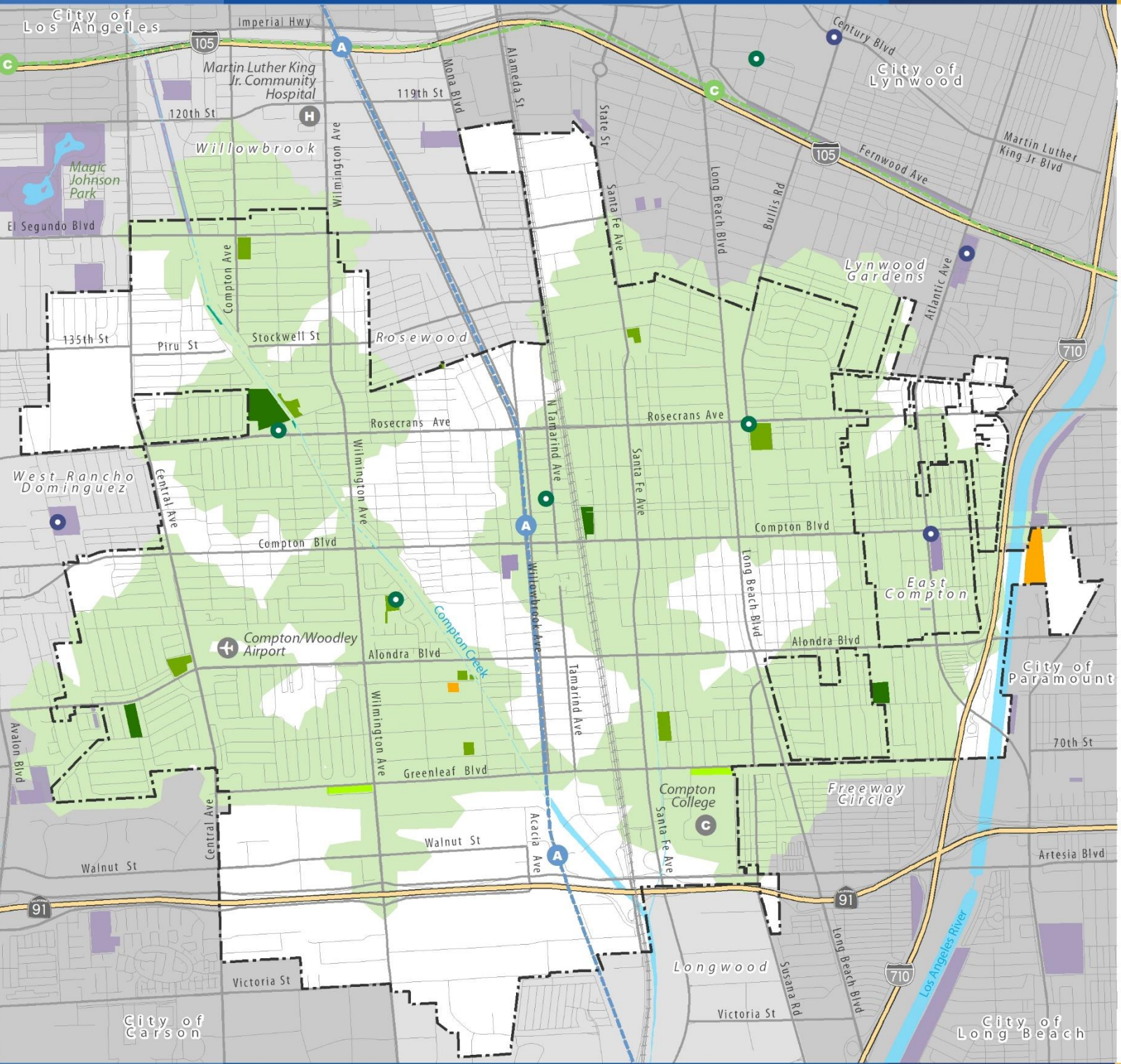


Figure 2-12
Parks

Park and Recreation Facilities

- Community Park
- Neighborhood Park
- Compton Creek
- Parkway
- Special Facility
- Non-City Park Facility

Park Access (Half-Mile Access/Walk)

- 10-Minute Park Access (Walk)

Community Centers

- Compton Community Centers
- Other Community Centers

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies

Data Source: City of Compton, 2022.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Public Facilities Considerations

- The Compton area is served by two Los Angeles County libraries. Maintaining and expanding library services is of paramount importance to meet the community's needs, as libraries provide a wide range of learning opportunities and enhance the overall quality of life.
- Community centers offer an array of benefits to local neighborhoods and their residents. These centers serve as vital hubs for social, educational, and recreational activities, enriching the overall quality of life and fostering a sense of community.
- Compton currently has only 1.43 acres of parkland per 1,000 residents or 67 acres of parkland for a population of 95,740 residents. A typical park and recreation agency should offer anywhere between 3.0 to 10.0 acres of parkland per 1,000 residents. As such, Compton should provide anywhere from 287 to 957 acres of parkland with a population of 95,740. This low ratio signifies a lack of green spaces and parkland distribution within the city, hindering the fulfillment of residents' recreational needs and impeding the promotion of a healthy and vibrant living environment. The city needs more parkland.
- Some residential neighborhoods are located more than a 10-minute walk away from a park. When a neighborhood is beyond a 10-minute walk from a park, it can result in potential consequences and impacts that affect residents' well-being and the overall quality of life in the community. Access to parks and green spaces plays a pivotal role in promoting physical, mental, and social health, contributing significantly to the overall livability of a neighborhood.

Chapter 3
Compton Today: Mobility

COMPTON GENERAL PLAN 2045
Building a Better Compton

Introduction

Mobility refers to the ability of individuals and goods to move efficiently and conveniently within a given transportation system or network. Mobility encompasses the various modes of transportation available—cars, buses, trains, bicycles, scooters, and people's feet—as well as the infrastructure and services that support them.

Multi-modal mobility is essential for ensuring economic, social, and personal success. Options for moving about allow people to access education, employment, healthcare, and recreational opportunities. The transportation network connects communities, facilitating trade and commerce, and promoting overall societal well-being.

Factors contributing to well-designed circulation systems the quality of transportation infrastructure, the availability and affordability of transportation options, the efficiency and reliability of services, and the accessibility of transportation networks to different population groups. Other considerations include safety, environmental sustainability, and the integration of various modes of transportation to create seamless and interconnected systems.



Metro Blue Line (now the A Line) light rail car stopped at Compton Station

Regional Network

Compton's regional mobility network is an integral part of the broader regional transportation system. The mobility network in Compton encompasses various transportation modes and infrastructure designed to facilitate the movement of people and goods within and beyond the City. Key features of the regional mobility network are:

- **Freeways:** Compton is served by a network of freeways that provide connections to neighboring cities and the broader region. East-west freeway are the Century Freeway (Interstate 105) and Artesia Freeway (SR-91), and the Long Beach Freeway (Interstate 710) passes north-south.

- **Major Roadways:** The City's system of arterial streets connect neighborhoods within Compton and provide access to the major roadways. Arterial streets include Alondra Boulevard, Compton Boulevard, and Long Beach Boulevard, all essential corridors that extend into neighboring jurisdictions.

- **Public Transportation:** Compton is served by regional light rail and bus services operated by the Los Angeles County Metropolitan Transportation Authority (Metro). Metro bus routes connect Compton to neighboring cities and other parts of Los Angeles County, offering residents and visitors a means of traveling within the region. Long Beach Transit has lines that serve the Metro station on Artesia Boulevard.

- **Metro Rail:** Compton is also accessible via the Metro A Line (formerly the Blue Line) light rail system, which connects Downtown Los Angeles with Long Beach. The Compton and Artesia stations are located in the city, providing a convenient rail transit option for commuters and travelers.

- **Freight Movement:** Compton's regional mobility network also considers the movement of goods. The city is strategically located near the Port of Long Beach and the Port of Los Angeles. The Alameda Corridor, a grade-separated rail trench that traverses the city, facilitates the transportation of goods from the ports to regional rail-to-truck transfer facilities near downtown Los Angeles.



Compton Boulevard intersection with bicyclists, vehicles, bus, and trains

The Road Network – Moving Wheeled Vehicles

A vehicle roadway network, also known as a road network, is a system of interconnected roads and highways that enables the movement of wheeled vehicles from one location to another. It forms the backbone of transportation infrastructure in many communities and is designed to provide the efficient movement of cars, trucks, buses, motorcycles, bicycles, scooters, and evolving modes of personal mobility. Increasingly, the road network represents the key means used to deliver goods to people—instead of people driving to stores for groceries, clothes, and sundries.

Street Classification

Compton classifies its streets into four categories, as described below. Each road type serves a specific purpose and accommodates different traffic volumes.

- **Freeways:** These are major facilities designed for high-speed travel and long-distance trips. They have multiple lanes, limited access points, and controlled entrances and exits to ensure the efficient flow of traffic. Freeways are under the jurisdiction of the State government.
- **Arterial Roadways:** These roads connect different regions within a city and provide access to freeways. Arterial roads generally have moderate to high traffic volumes and include multiple lanes and traffic signals.
- **Collector Roadways:** Collector roads gather traffic from local streets and distribute it to arterial roads. They typically have lower traffic volumes and may serve as residential or commercial access roads.
- **Local Streets:** Local streets are low-traffic roads that provide direct access to residential, commercial, and other local destinations. They often have lower speed limits and may incorporate traffic-calming measures to prioritize pedestrian and bicycle safety.

The vehicle roadway network is designed based on various considerations, including traffic flow patterns, population density, land use, and safety requirements.

In addition to roadways, the circulation network includes supporting infrastructure such as bridges, tunnels, overpasses, underpasses, and ramps. These structures enable the road network to traverse geographical features, accommodate various modes of transportation, and separate travel modes.

Governments and transportation authorities are responsible for the planning, design, construction, and maintenance of the vehicle roadway network. They continually assess traffic patterns, conduct studies, and implement improvements to optimize traffic flow, enhance safety, and address evolving transportation needs.

Traffic Volumes

Traffic volumes provide insight into which roadways are most heavily utilized. Table 3-1 displays the average daily traffic volume for major roadways in Compton, with counts taken at various points along these roads.

The Gardena Freeway (SR-91), which cuts across the southern portion of Compton, has the highest traffic volumes, with daily counts exceeding 200,000. The road with the highest average daily volume is Rosecrans Avenue, where average counts reach as high as 42,000 on the eastern end and 36,000 on the western part. Central Avenue also experiences significant traffic, with counts as high as 36,000 on the northern end and 23,000 on the southern end. Compton Boulevard and Alondra Boulevard, both running east to west across the city, see daily counts as high as 27,000. Additionally, Alameda Street and Long Beach Boulevard, running north to south, have traffic counts reaching as high as 22,000 and 27,000, respectively.

Table 3-1: Average Daily Traffic Volumes (2022)

Streets	Average Daily Traffic Volume Range (2022)
Compton Blvd	16,000 to 27,000
Alondra Blvd	14,000 to 29,000
Greenleaf Blvd	8,000 to 12,000
Rosecrans Ave	19,000 to 42,000
Central Ave	18,000 to 36,000
Wilmington Ave	20,000 to 27,000
Alameda St	16,000 to 37,000
Santa Fe Ave	16,000 to 28,000
Long Beach Blvd	20,000 to 27,000
Atlantic Ave	17,000 to 30,000
I-605 Freeway	195,000 to 240,000
SR-91 Freeway	205,000 to 221,000

Source: Kalibrate Technologies, 2022.

Vehicle Collisions

Vehicle collisions can occur due to various factors, including human error, mechanical failures, adverse weather conditions, or road hazards. Vehicle crash data from the University of California, Berkeley Transportation Injury Mapping program provides information on vehicle crashes in the city from 2011 to 2021. Figure 3-1 depicts the density of crashes citywide.

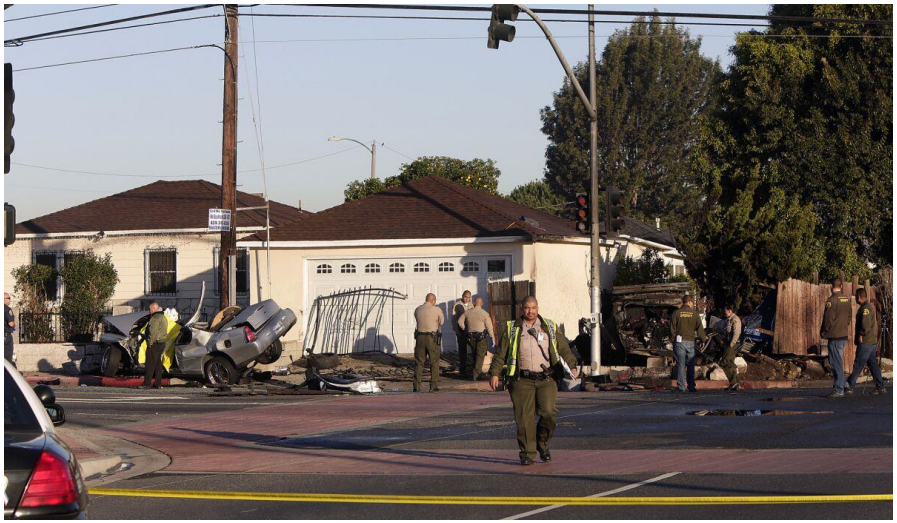
Key intersections where the number of crashes has totaled over 40 collisions over the 10-year period are as follows:

- **Atlantic Avenue and East Alondra Boulevard.** Data show a concentration of 55 crashes in southeastern Compton at the intersection of Atlantic Avenue and East Alondra Boulevard. This is a four-way intersection with four lanes of traffic along both roads. There are traffic lights at the intersection, as well as left-turn signals. Both Atlantic Avenue and Alondra Boulevard are arterial roads.

- **Central Avenue and Compton Boulevard.** In western Compton, at the intersection of Central Avenue and Compton Boulevard, 52 crashes occurred during the 10-year period reported. This is a four-way intersection with four lanes of traffic along both roads. There are traffic signals and left-turn signals. Both are arterial roads.

- **Compton Avenue and El Segundo Boulevard.** The intersection of Compton Avenue and El Segundo Boulevard saw a concentration of 46 vehicle collisions over the course of 10 years. This intersection has four lanes of traffic in both directions, with traffic signals. However, there are no dedicated left-turn signals. Compton Avenue is a minor arterial road, and El Segundo Boulevard is a major arterial road.

- **Wilmington Avenue and Greenleaf Boulevard.** In southwestern Compton, at the intersection of Wilmington Avenue and Greenleaf Boulevard, there was a vehicle collision concentration count of 43. This is a four-way intersection with two lanes in each direction. There are traffic signals but only a dedicated left-turn signal on Greenleaf Boulevard. Additionally, Wilmington Avenue is identified as a truck route. Both Wilmington Avenue and Greenleaf Boulevard are minor arterial roads.



The aftermath of a vehicle crash near Wilmington Avenue and Greenleaf Boulevard in 2013. Between 2011 and 2021, over 40 accidents occurred at this intersection.

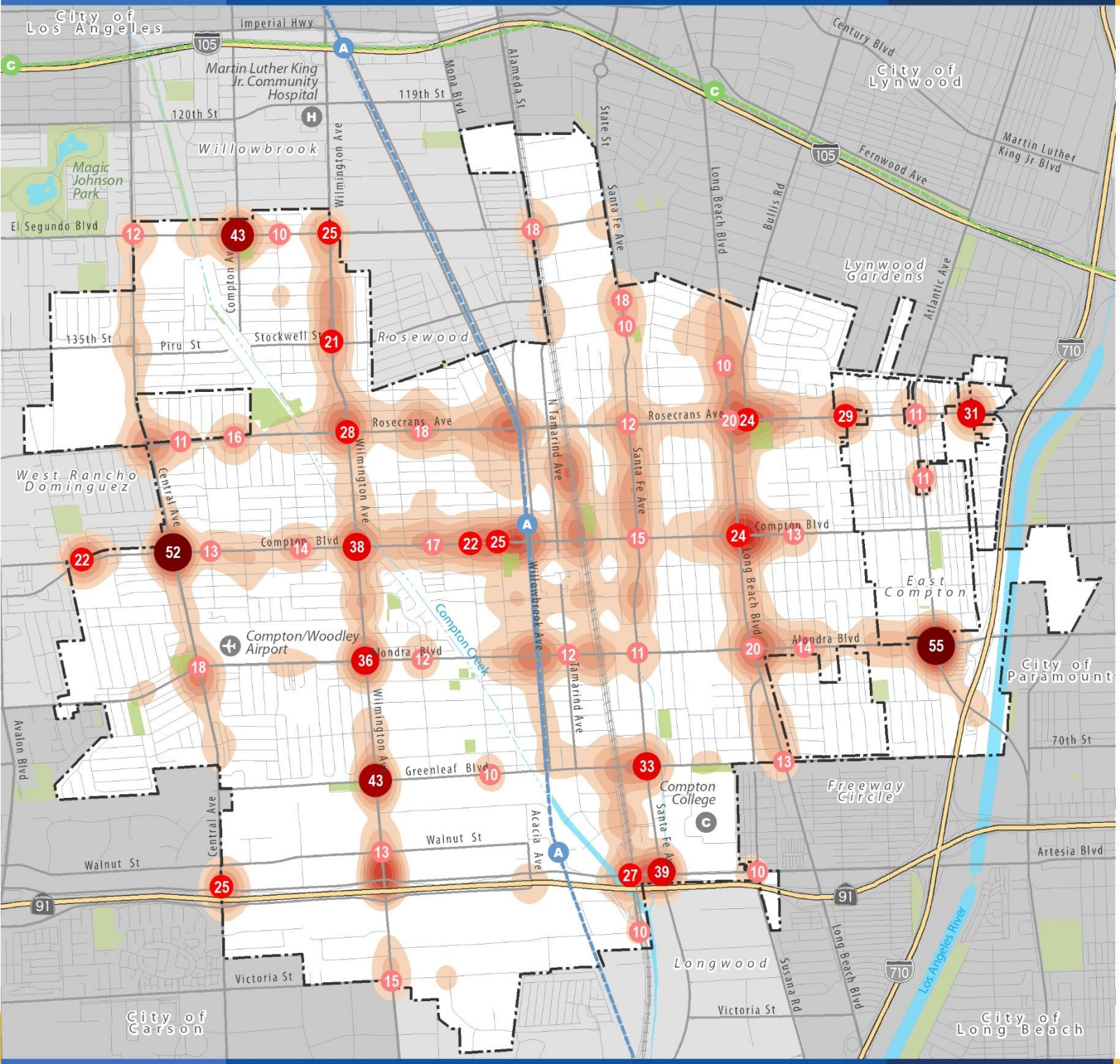


Figure 3-1
Vehicle Collisions

Vehicular Crashes at Key Intersections (2011 to 2021)

- 10 - 20
- 21 - 30
- 31 - 40
- 41 - 50
- Greater than 50

Vehicle Crash Density (2011-2021)

- Low Number of Crashes
- High Number of Crashes

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Transportation Injury Mapping System, UC Berkeley, 2011-2021.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Bicycle Mobility

Accommodating bicycle traffic safely encourages people to use their bikes for essential travel and recreation. Dedicated bicycle facilities can support physical and mental well-being, reduce air pollution, improve mobility and accessibility, and alleviate traffic congestion. Bike paths and routes are designated pathways or roadways specifically designed for bicycle travel. Below are common types of bicycle paths and routes in and around Compton (see also Figure 3-2).

- **Bike Path (Class I):** A separated bike path that provides a dedicated, exclusive space for cyclists away from motor vehicle traffic. It is designed to create a safe and comfortable environment for cyclists of all ages and abilities. Compton Creek and Los Angeles River include Class I bike paths.

- **Bike Lanes (Class II):** Dedicated lanes on a roadway specifically designated for cyclists. They are typically marked with painted lines and symbols, providing a designated space for cyclists adjacent to motor vehicle traffic. A portion of Compton Boulevard includes a Class II route.

- **Bike Routes (Class III):** Bike routes that share pavement width with motor vehicles. These routes are typically marked with signs or pavement markings.

- **Separated Bikeway (Class IV):** A bikeway for the exclusive use of bicycles and includes a separation between the bikeway and through vehicular traffic. The separation may include flexible posts, inflexible posts, inflexible barriers, or on-street parking.

According to 2021 U.S. Census data, only 0.14 percent of Compton residents bike to work, compared to 0.6 percent of residents who bike to work in Los Angeles County.

Vehicle and Bicycle Collisions

Collisions between bicycles and vehicles can result in severe injuries or fatalities for cyclists. Based on vehicular crash data from the University of California, Berkeley's Transportation Injury Mapping System spanning from 2011 to 2021, 308 recorded incidents of vehicle accidents occurred involving bicyclists. Among these accidents, six specifically involved trucks and tragically, 13 resulted in fatalities. Analysis of the data reveals certain corridors and intersections with a higher frequency of vehicle-bicycle collisions, as depicted in Figure 3-3.



Compton Creek Class I bike path

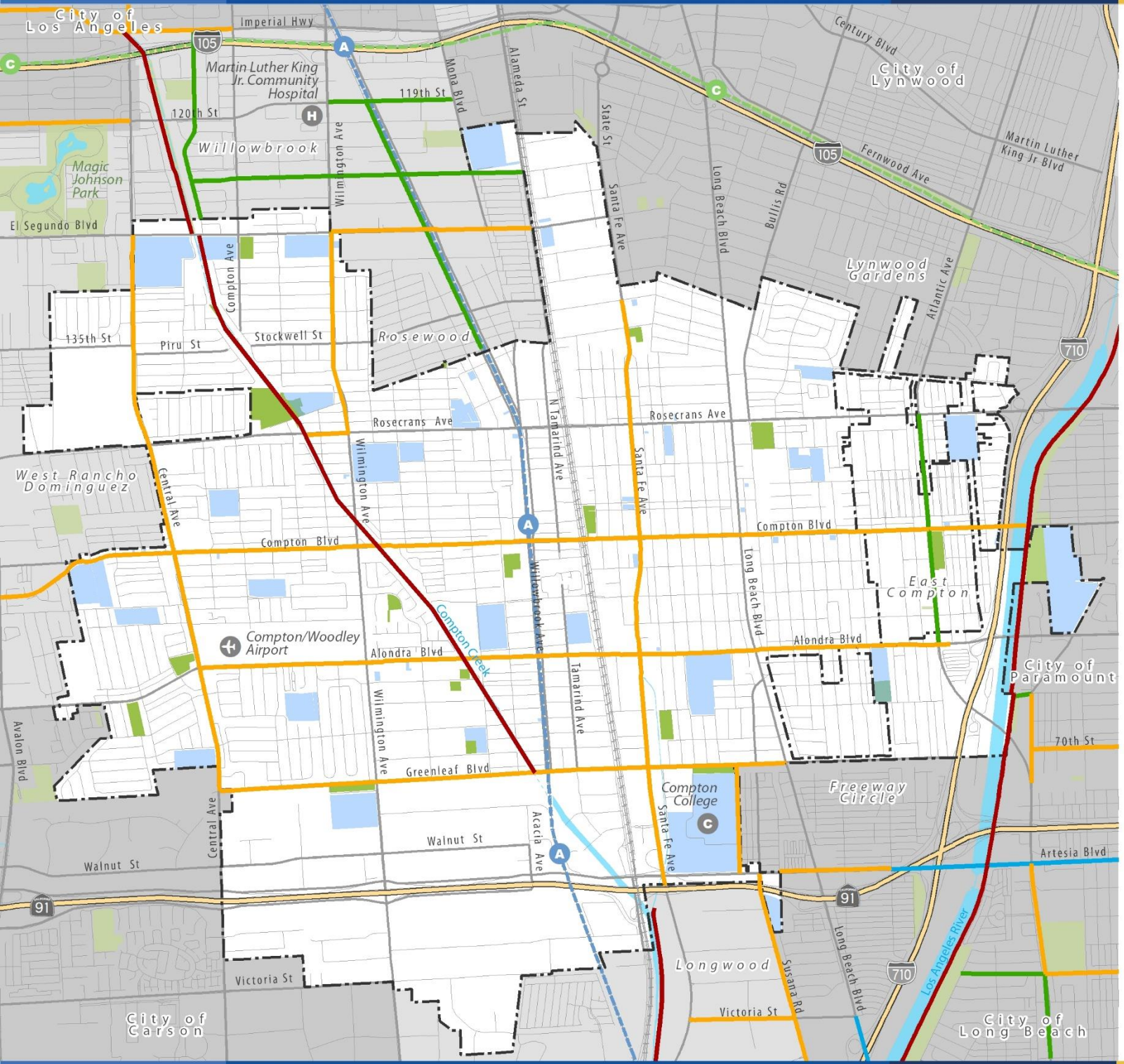


Figure 3-2
Bicycle Facilities

Bicycle Facilities
- Class I (Bike Path)
- Class II (Bike Lane)
- Class III (Bike Route)
- Class IV (Seperated Bikeway)

Schools and Parks
- Schools/Educational Facilities
- Park/Recreation Facilities

Base Map Features
- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Los Angeles County, 2022.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

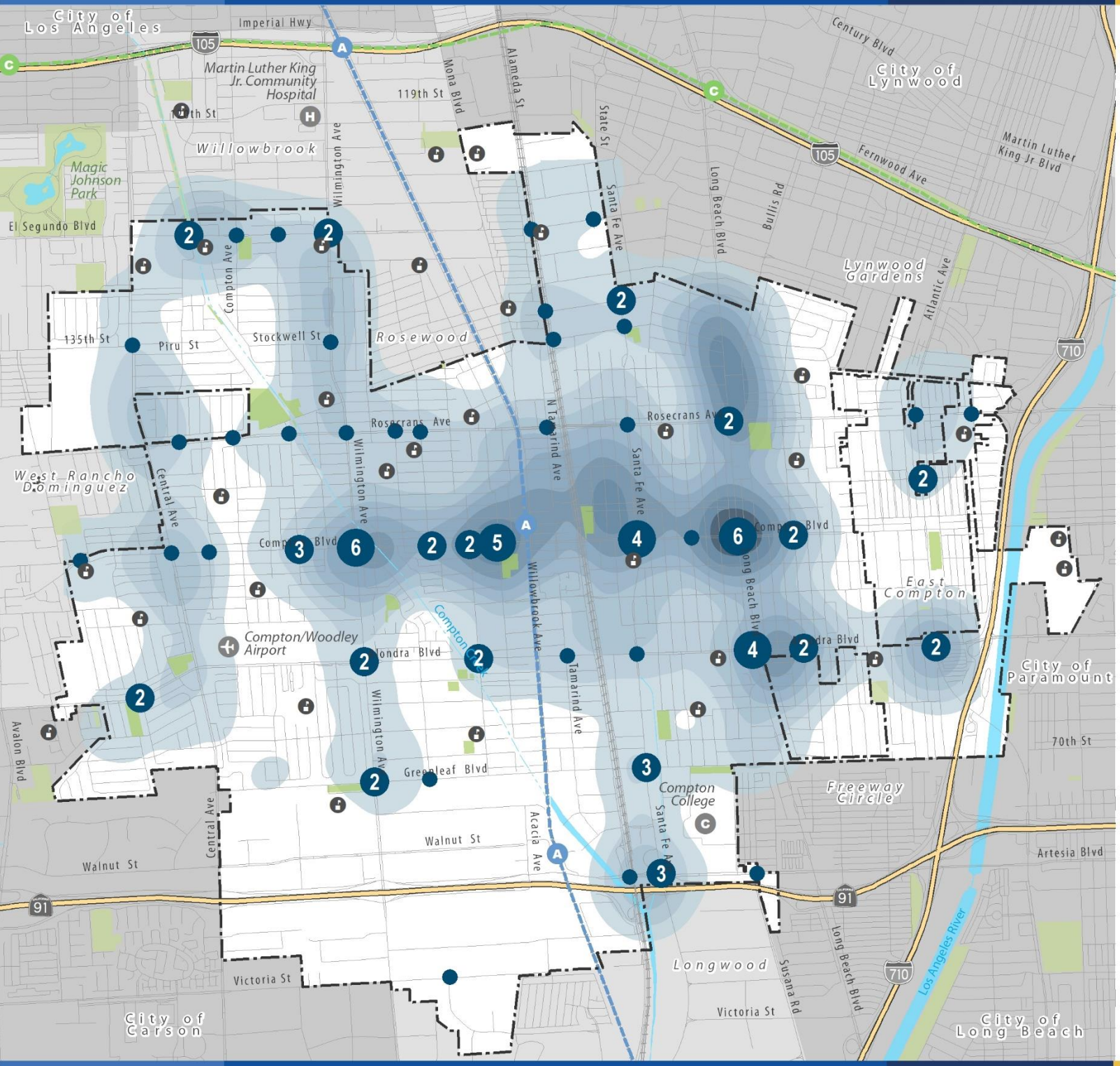


Figure 3-3
Bicycle and Vehicle Collisions

Vehicular Crashes Involving Bicyclists at Key Intersections (2011 to 2021)

- 1
- 2 - 3
- 4 - 6

Vehicle Crash Density Involving Bicyclists (2011-2021)

- Low Number of Crashes
- High Number of Crashes

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space
- Schools

Data Source: Transportation Injury Mapping System UC Berkeley, 2011-2021.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

A notable concentration of vehicle and bicycle collisions has occurred along a specific section of Compton Boulevard, particularly in its central stretch. The western part of this stretch features a Class II bike lane. Analysis of the data reveals that the eastern portion, beyond the Alameda Corridor, experiences a higher number of accidents, totaling 18 incidents. Farther east, where the bicycle lane exists, the number of accidents decreased to 12.

Bicycle Organizations: East Side Riders

The East Side Riders is a community-based bicycle club and organization located in Watts and Compton. The group was formed in 2008 with the goal of promoting cycling as a positive activity for the community's youth and residents. They aim to provide a safe and supportive environment for cyclists in Watts, Compton, and surrounding areas. They organize group rides, cycling events, and community outreach programs to engage and empower residents, particularly youth, through the shared love of biking.

The group's mission extends beyond cycling and encompasses community development, advocacy, and positive youth engagement. They work to improve the neighborhood by addressing issues related to health, education, and social well-being. The organization also emphasizes the importance of leadership, teamwork, and positive role models in their efforts to uplift the community.



Members of East Side Riders gather in front of Patria Coffee in Compton.



Members of East Side Riders enjoy regular events for kids and families.

Public Transit Services

Compton residents and people coming to the city to work, shop, go to school, and just visit have access to buses, trains, and other forms of public transit.

Passenger Rail Transit

The Metro A Line, formerly known as the Blue Line, is part of the rail network in Los Angeles County operated by the Los Angeles County Metropolitan Transportation Authority (Metro). This system, now over 30 years old, provides efficient public transportation within the region. The Metro A Line is approximately 22 miles in length, connecting downtown Los Angeles to the City of Long Beach. Trains on the Metro A Line generally operate every eight to 12 minutes during peak hours and approximately every 20 minutes during off-peak times. The frequency may vary depending on the time of day and day of the week.

Compton has two A Line stations. The Compton Station is located at 275 Willowbrook Avenue, near the intersection with Myrrh Street. Adjacent to the station is the Metro Martin Luther King Jr. Transit Center, where passengers can access bus routes that serve the local area and connect to other parts of Los Angeles County. Additionally, the station provides park-and-ride facilities, allowing commuters to park their vehicles and continue their journey using the Metro A Line. Compton Station is located near several important destinations and facilities, including Compton City Hall and the Douglas F. Dollarhide Community Center.

Artesia Station is located near Artesia Boulevard, Alameda Street, and the SR-91 freeway, and adjacent to the Gateway Towne Center and Crystal Casino. Compton College is nearby but with no direct walking route to the school. The industrial district west of the station is not pedestrian-friendly, with large blocks and a lack of sidewalks.

Bus Transit

The City of Compton is serviced by several bus transit providers: Metro, LA Go Bus (Los Angeles County Public Works), LADOT (City of Los Angeles), Long Beach Transit, and Torrance Transit System. The primary provider is Metro, which operates several bus routes serving Compton. These routes connect Compton to other neighborhoods within Los Angeles County, including downtown Los Angeles, Long Beach, and neighboring cities. Figure 3-4 displays the routes for bus providers.

Torrance Transit system provides bus service to southwest Compton along Line 6. Long Beach transit also terminates at Artesia Station and begins in Downtown Long Beach, with a few other bus stops in southern Compton. LA Go Bus is run by Los Angeles Public Works and provides service to northwestern Compton. LADOT operates bus routes directly north of Compton just outside of the city. However, LADOT intersects with Metro and LA Go Bus, providing options to transfer and access the rest of Los Angeles.

Martin Luther King Jr. Regional Transit Center

In 2012, the Martin Luther King Jr. Regional Transit Center opened in Compton adjacent to Metro's Compton Station. The station is a multi-modal transit center with bus terminals and a plaza area, with direct pedestrian connections between buses and Compton Station. The transit center is directly adjacent to the large parking structure and the Douglas F. Dollarhide Community Center. The facility was built as a joint venture between Metro and the City of Compton.

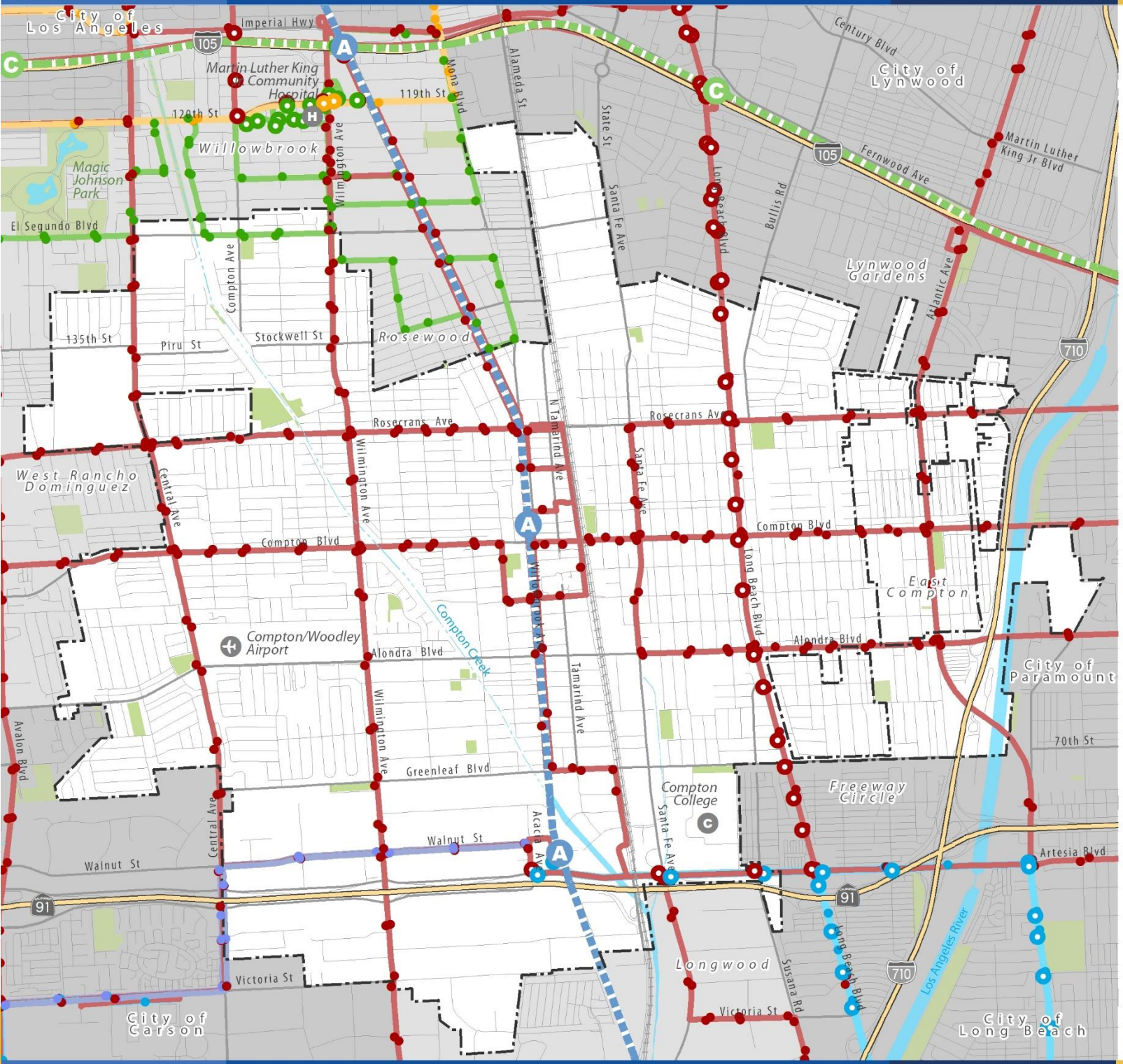


Figure 3-4
Transit Facilities

Bus Stops and Routes

- LA Go Bus
- LADOT
- Long Beach Transit
- Metro - Los Angeles
- Torance Transit System
- Bus Stop with Less Than 15-Minute Headway (More frequent buses)

Metro Rail Stations/Lines

- Metro A Line (Blue)
- Metro C Line (Green)

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Metro, LADOT, Long Beach Transit, and UrbanFootprint, 2021.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Freight Movement

Freight movement refers to the transportation of goods and commodities from one location to another, typically involving the movement of cargo over long distances, including use of trucks, trains, ships, and aircraft. Freight encompasses the logistics and transportation activities associated with the shipment of goods, including the handling, storage, and delivery of products. Compton has a history as an industrial city, and many industrial sites still exist that are dependent upon and benefit from ready access to freight corridors.

Alameda Corridor

The Alameda Corridor is a dedicated below-grade freight rail corridor that connects the ports of Los Angeles and Long Beach to the transcontinental rail terminals near downtown Los Angeles. The Alameda Corridor consists of a series of bridges, underpasses, overpasses, and street improvements that separate rail freight circulation from local road circulation. The Alameda Corridor runs centrally through Compton, and it is jointly utilized by Burlington Northern Santa Fe (BNSF)and Union Pacific (UP). There are no rail stops in Compton. As of 2023, this corridor was used by up to 28 trains per day, carrying an average of 12,300 daily shipment containers with international and domestic cargo. The Alameda Corridor Transportation Authority (ACTA) is the joint powers authority formed by the City of Los Angeles and City of Long Beach to maintain the corridor. ACTA is governed by a seven-member board, with representatives from the Cities of Los Angeles and Long Beach, the Ports of Los Angeles and Long Beach, and the Los Angeles County Metropolitan Transportation Authority.



A BNSF train traversing through the Alameda Corridor

Local Rail Freight

Local rail freight refers to the transportation of goods and commodities using railroads within a specific region or local area. It involves the movement of freight over shorter distances, typically within a city or a specific geographic region.

In Compton, Union Pacific's Wilmington Subdivision branch line traverses Compton, sharing the Metro A Line right-of-way. From this branch line, several industrial spur tracks diverge from the main line and provide access to industrial areas for loading and unloading. In the southern area of the city, these spurs connect to buildings along Carob Street, Walnut Street, Artesia Boulevard, Manville Street, and Apra Street. The local rail freight plays a role in supporting regional economies, industrial activities, and supply chains within the Southern California region.

Sharing the Alameda Corridor right-of-way, but above grade, is the Union Pacific's Patata Industrial Lead, which connects ports of Long Beach and Los Angeles to the Titan Terminal Transport in Cudahy before connecting to the Los Nietos Subdivision in Norwalk (see Figure 3-5).

Truck Routes

Truck routes, also known as trucking corridors, are specific roadways designated for the use by commercial trucks. These routes are carefully selected and designated to optimize the movement of freight and ensure the safe and efficient transportation of goods by trucks. Truck routes are often designed to avoid roadways with restrictions or limitations that could hinder truck operations. These restrictions may include low bridges, weight limits, narrow roadways, or areas with tight turning radii that are not suitable for trucks. They aim to minimize conflicts between trucks and other vehicles, pedestrians, and vulnerable road users. Truck routes often avoid densely populated residential areas, school zones, or areas with heavy pedestrian traffic to reduce potential hazards and improve road safety.

Trucks routes running north to south include Wilmington Avenue, Alameda Street, Long Beach Boulevard, and Atlantic Avenue. Routes running east to west include El Segundo Boulevard, Rosecrans Avenue, Compton Boulevard, Alondra Boulevard, and Artesia Boulevard.

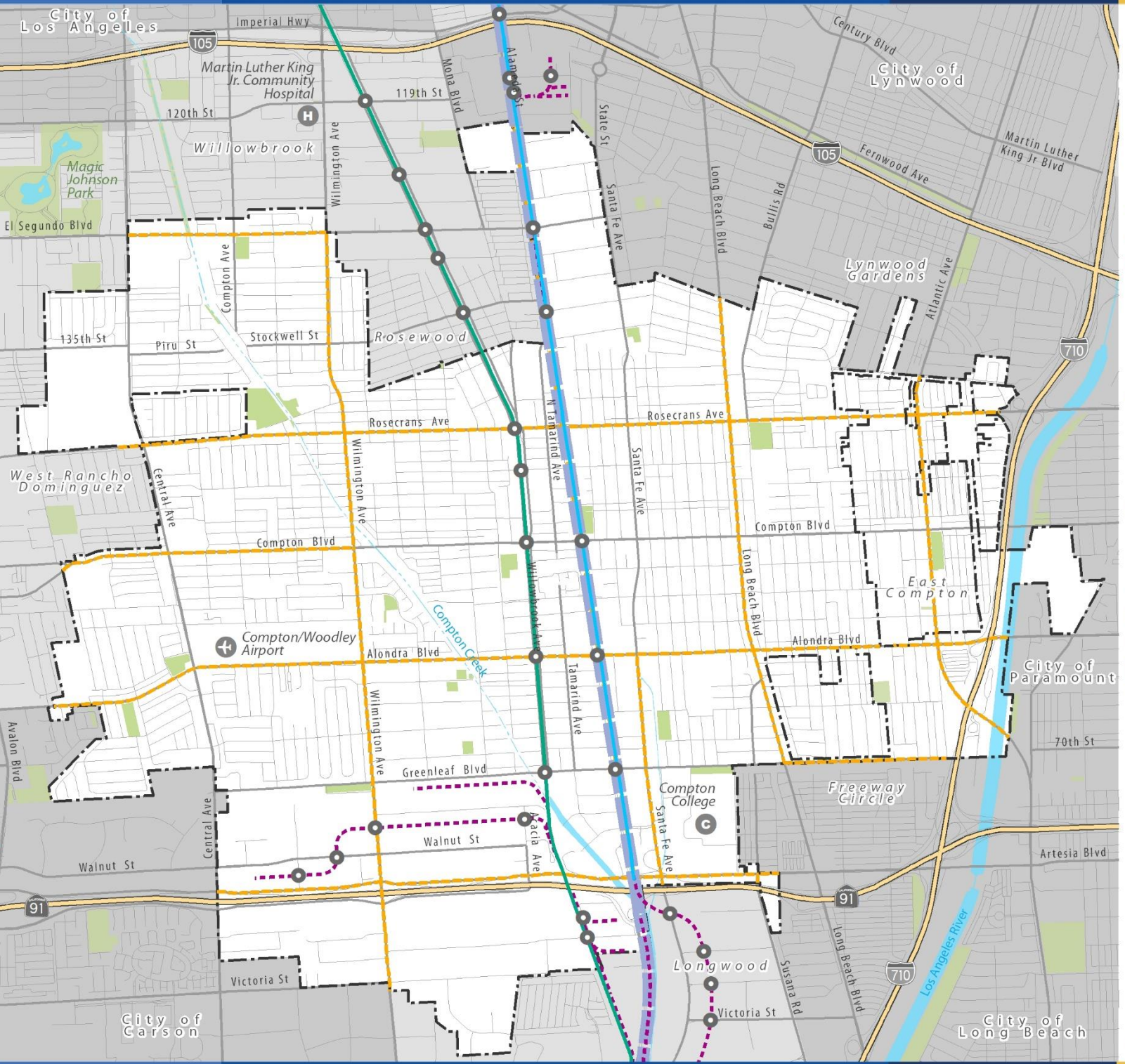


Figure 3-5
Freight Facilities

Freight Rail Lines
- Rail Road Spur Track
- Patata Industrial Lead
- Wilmington Subdivision
- Alameda Corridor
- At-Grade Street/Rail Crossings

Compton Truck Routes
- Truck Routes

Base Map Features
- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: City of Compton, 2022.
Map Date: June 2023

0 ¼ ½ ¾ 1 Mile

Compton/Woodley Airport

Compton is home to Compton/Woodley Airport, located in southwest Compton. The airport is a public general aviation airport open seven days a week. The airport has two runways and is used by single-engine propeller aircraft and small jet aircraft.

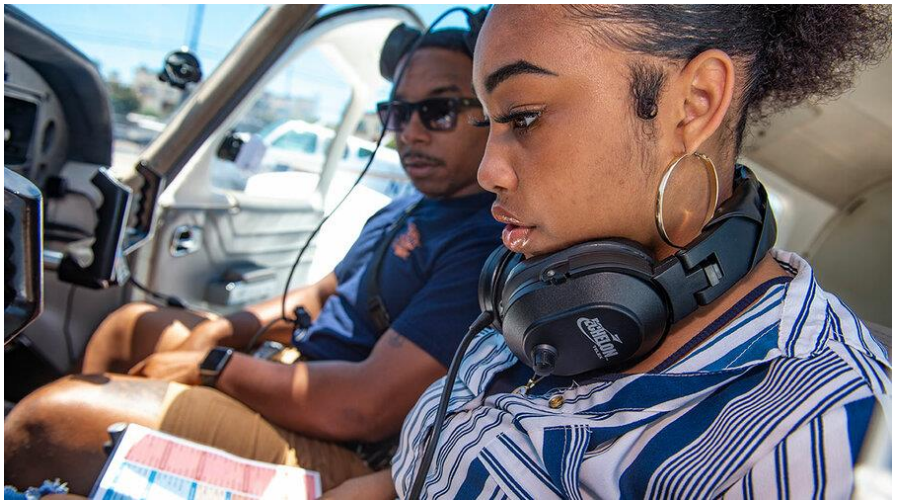
Compton/Woodley Airport was originally built in 1924 as a private airport and was later used as a military airfield during World War II. In 1946, the airport was returned to civilian use and subsequently acquired by Los Angeles County in 1966. The airport serves as a general aviation facility and is used by private pilots, flight schools, and small businesses.

Surrounded by residential and commercial areas, the airport has a noise abatement policy which establishes certain flying patterns, landing and takeoff procedures, and areas to avoid mitigating noise to surrounding areas. Since 2013, three crashes have been associated with Compton/ Woodley Airport. One crash occurred in 2015 when a plane towing an advertising banner crashed. In 2015, a plane taking off from Compton/ Woodley airport crashed in the backyard of a nearby home, injuring only the pilot. The third incident occurred in 2019 when two planes collided on the runway, injuring two people and killing one.

Figure 3-6 shows the airport influence area, inner safety zone, and runway protection zone.

The County has undertaken efforts to modernize and upgrade the airport's facilities to attract more business and support economic development in the surrounding area. The airport has undergone several renovations and improvements, including a new terminal building, expanded parking, and updated navigational equipment.

Compton/Woodley Airport hosts several community events throughout the year, such as aviation career fairs, fly-ins, and airshows, which provide opportunities for residents to learn about aviation and explore potential career paths in the field.





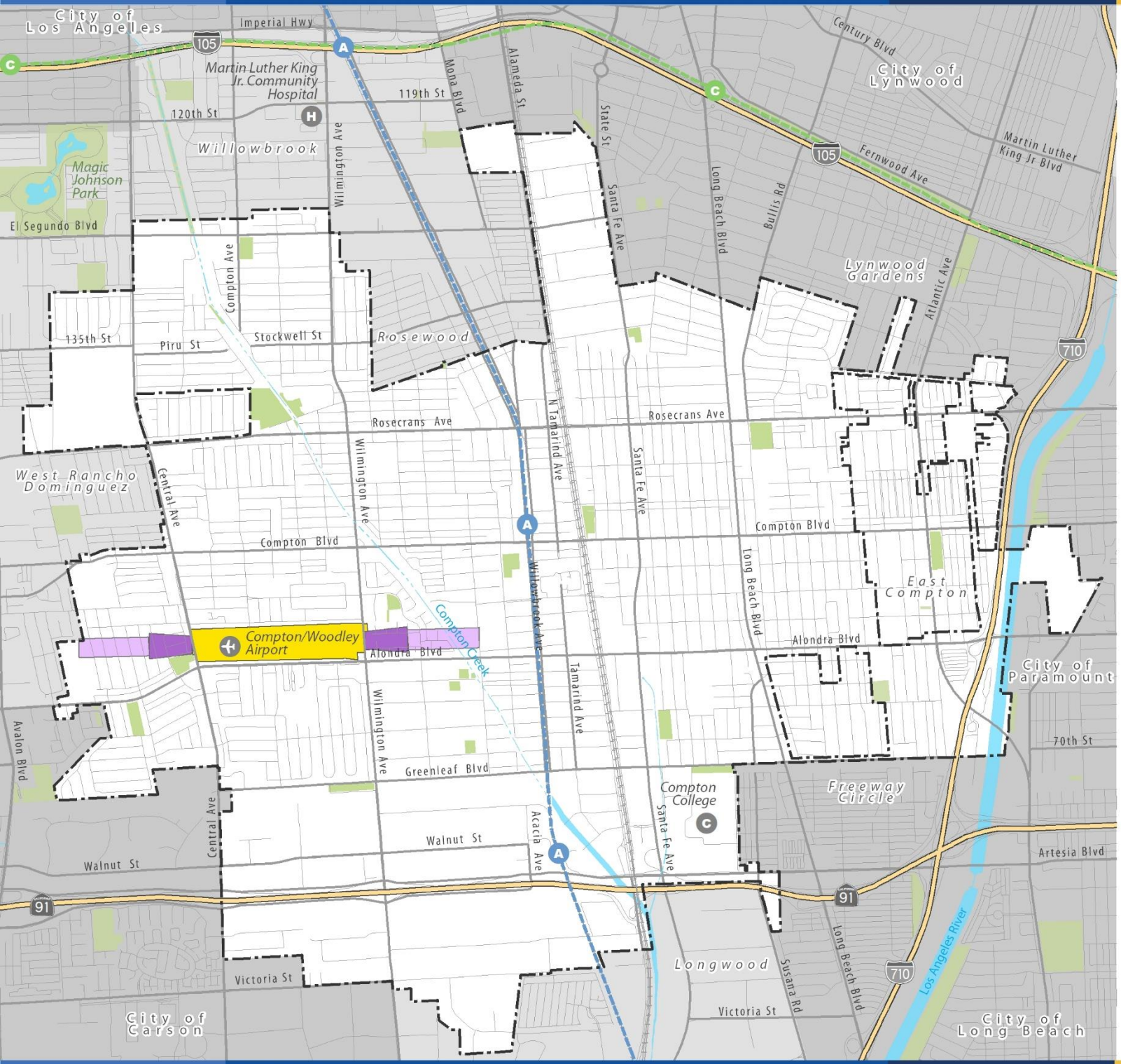


Figure 3-6
Compton Airport

Compton Airport Protection Zones and Influence Area

- Airport Influence Area
- Inner Safety Zone
- Runway Protection Zone

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Los Angeles County for the Airport Land Use Commission, 2021.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Pedestrian Mobility

A city can be designed in ways that either enhance or impede the pedestrian experience and access to goods and services. A well-designed pedestrian environment has been shown to benefit a community and its residents in many ways: by providing places to connect with neighbors, frequent local shops, access parks and schools, and improve people's physical health.

The analysis of the pedestrian environment considers residents' behavior, existing conditions, and accessibility to services and facilities. This section provides an overview of the transportation profile, built environment conditions, pedestrian amenities, trail and bicycle access, pedestrian safety, and walkability.

Walking Benefits

A walkable environment improves public health. Designing cities with a focus on people and walking, rather than motorized vehicles, yields significant localized environmental advantages. Motorized cities and the resulting carbon emissions from traffic make the transportation sector a major contributor to greenhouse gases and their impact on climate change. Conversely, walking as a mode of transport has the least impact on both the local and global environment, making it a crucial element in reducing the environmental footprint of our cities. Many millennials, who are projected to comprise half of the American workforce by 2025, express a desire to live in places where owning a car is not a necessity.

Enhancing walkability in cities is an effective way to reduce emissions while enhancing residents' quality of life through health benefits. Providing amenities within walking or biking distance of residential areas can reduce the need for car trips, thereby lowering carbon emissions and other pollutants emitted by vehicles.

With two transit stations in Compton, planners have looked to boost the use of these stations by enhancing walking conditions around the stations. The easier it is for people to walk to transit, the more likely they are to incorporate it into their daily routines.



Pedestrian walking near Metro A Line Compton Station

Transportation Profile

In general, fewer people walk in Compton compared to Los Angeles County as a whole. In 2020, only 0.6 percent of Compton's residents walked to work, while 90.8 percent drove in a vehicle, either alone or carpooled; see Table 3-2. Compton households also have more vehicles on average compared to Los Angeles County residents as a whole.

Walk Score

Many people want to be able to walk from their residence to shops, grocery stores, food places, and activities. Walking can be more convenient and quicker than getting into your car. It's also good exercise. But how do you measure how walkable a neighborhood or area is? A Walk Score is a single score often used to assess just how walkable a particular location, neighborhood, or city is. According to the Walk Score website, the score reflects the distance between an address and its amenities. A walking distance of one-quarter mile, or about five minutes, or less is most desirable.

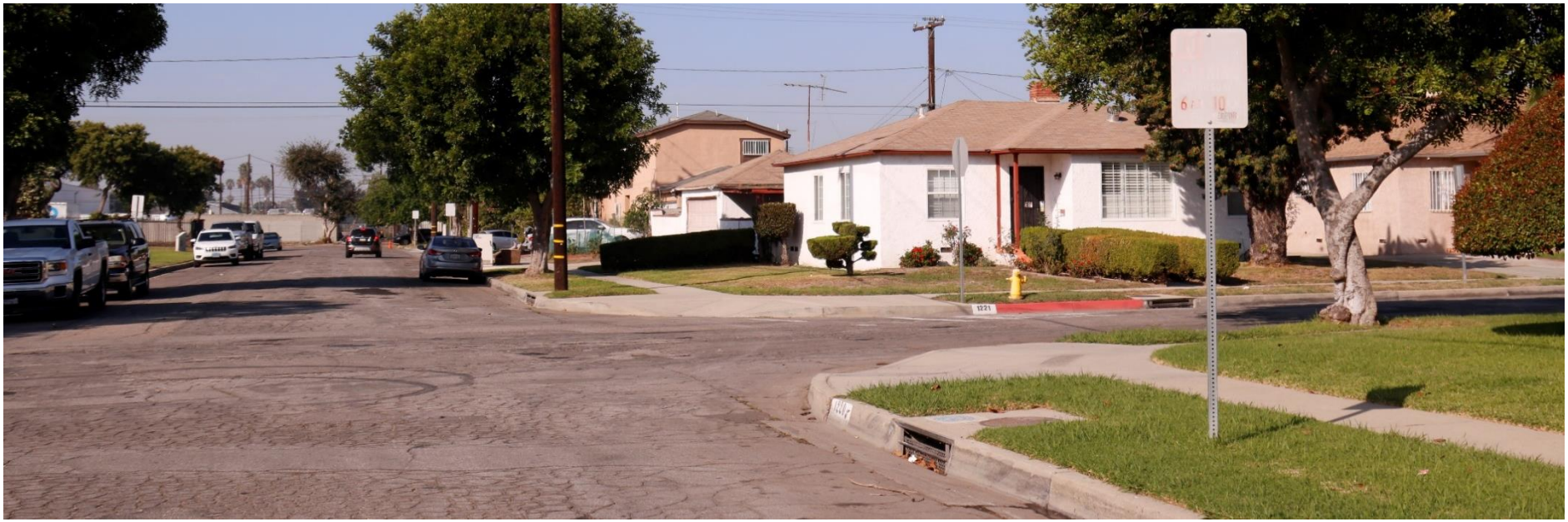
- **90-100 is the highest.** This is a walker's paradise, a place where daily errands do not require a car.
- **70-89 is very walkable**. Most errands can be accomplished on foot.
- **50-69 is somewhat walkable.** Some errands can be accomplished on foot.
- **25-49 is car dependent.** Most errands require a car to complete.
- **0-24 is also car dependent.** Almost all errands require a car to complete.

Compton has a 65 Walk Score, which means the city is moderately walkable. Surrounding cities Walk Scores include Long Beach with a 73 score, Lynwood with 70, and Carson at 55.

Table 3-2: Transportation Modes and Vehicle Access

Mode of Transportation to Work	City of Compton	LA County	Difference
Car, truck, or van	90.8%	81.6%	9.2%
Drove alone	*78.5%*	*72.1%*	*6.4%*
Carpooled	*12.3%*	*9.5%*	*2.8%*
Public Transportation	4.8%	5.4%	-0.6%
Walked	**0.6%**	**2.6%**	**-2.0%**
Bicycle	0.2%	0.7%	-0.5%
Taxicab, motorcycle, or other	0.8%	1.7%	-0.9%
Worked from home	2.8%	8.0%	-5.2%
Vehicles Available in Household			
No vehicle available	2.1%	3.9%	-1.8%
1 vehicle available	14.9%	21.2%	-6.3%
2 vehicles available	30.0%	37.2%	-7.2%
3 or more vehicles available	53.0%	37.7%	-15.3%

Source: American Community Survey, U.S. Census Bureau, 2020.



Residential neighborhood street intersection

Pedestrian Built Environment Analysis

Pedestrian facilities issues of concern include the location and condition of sidewalks, trails, accessibility, street crossings, and street connectivity.

Street Blocks and Street Pattern

Compton city blocks and street patterns generally follow a grid configuration. Typical residential neighborhood block lengths average between 500 to 600 feet, and the widths average 200 to 400 feet. Industrial districts blocks are typically larger to accommodate larger building footprints. Several residential neighborhoods include cul-de-sacs and irregular street patterns (see Figure 3-7).

The street patterns and block sizes in Compton make it ideal for walking. Shorter blocks create more street crossings and allow for easier accessibility between destinations.

Land Use Mix and Density

Land use mix refers to the degree to which different types of land uses (e.g., residential, commercial, industrial) are physically and functionally integrated. A similar concept is mixed-used development. While a mix of land uses describes the diversity of land use types in a neighborhood, mixed-use development refers to a development project, often a single building, that incorporates multiple land uses.

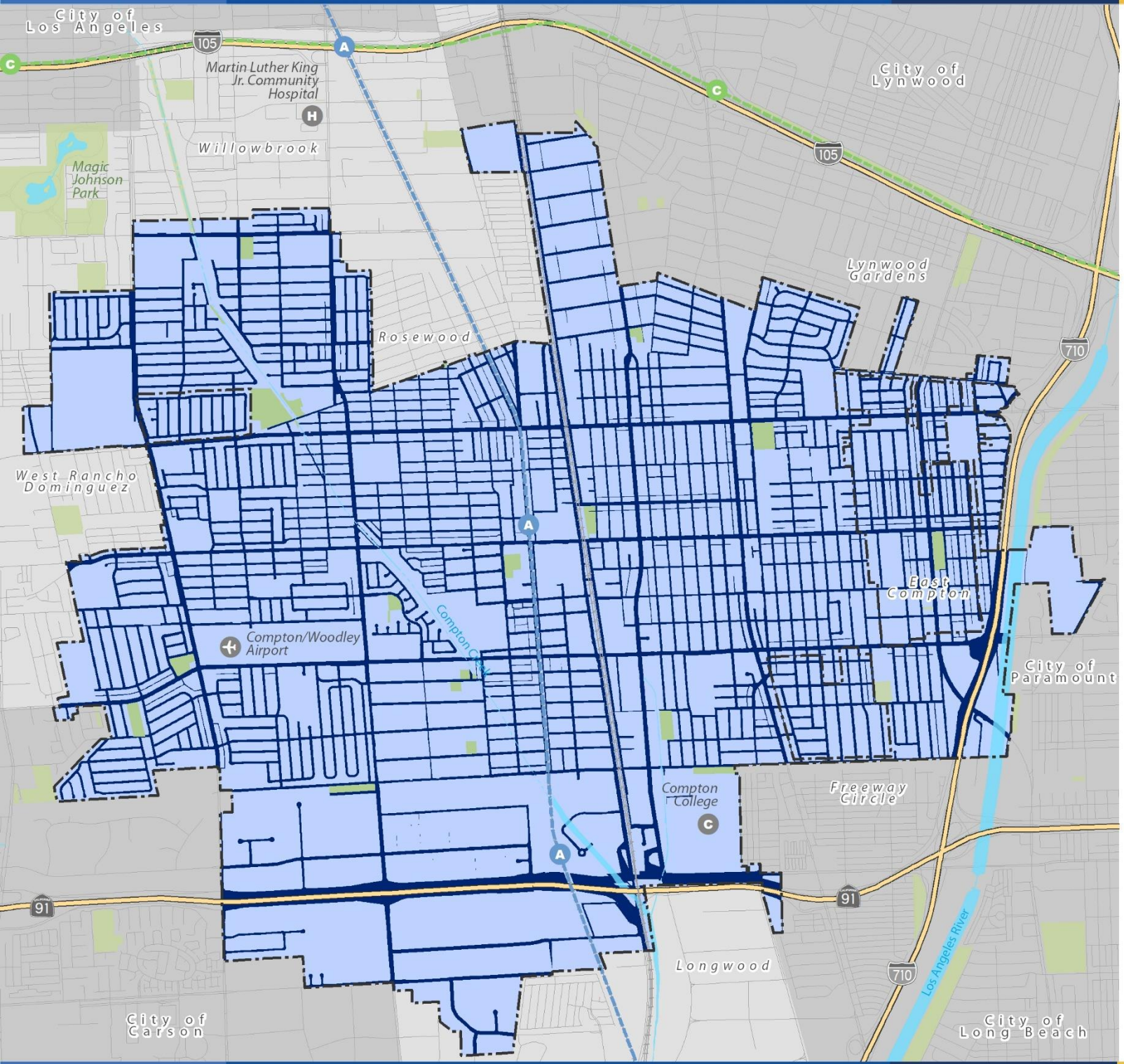


Figure 3-7

Block and Street Patterns

Block and Street Patterns

- Block Layout
- Street Layout

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: City of Compton and MIG, 2022.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Within a neighborhood or district, a greater mix of land uses increases local accessibility by reducing the distances between residences and destinations. Compton's land use pattern is largely segregated, with extensive neighborhoods of low-density single-family homes and distinct commercial corridors and industrial districts. These patterns increase distances between destinations and decrease accessibility and walking.

Sidewalks

Sidewalks are present on both sides of most streets throughout the city, with a few exceptions in industrial districts and the Richland Farms neighborhood. Sidewalk designs vary considerably. In some areas, wide sidewalks feature street trees, as seen along segments of Long Beach Boulevard and Compton Boulevard. In contrast, certain residential neighborhoods have narrow sidewalks lacking parkways and are obstructed by signposts and utility installations.

Traditional residential neighborhoods and those that have recently undergone redevelopment generally boast well-maintained sidewalks with street trees and landscaping. However, other areas provide only basic pedestrian amenities.

The total length of sidewalks within the Planning Area is approximately 301 linear miles. Of these, roughly 80 percent, equivalent to about 243 miles, are sidewalks on both sides of the street, while 15 percent, or 46 linear miles, have sidewalks on only one side. About four percent have no sidewalks at all (refer to Figure 3-8). Most industrial districts lack sidewalks or have them on just one side of the street. Additionally, the Richland Farms neighborhood lacks sidewalks altogether, reflecting its rural and agricultural character.



Sidewalk within a residential neighborhood

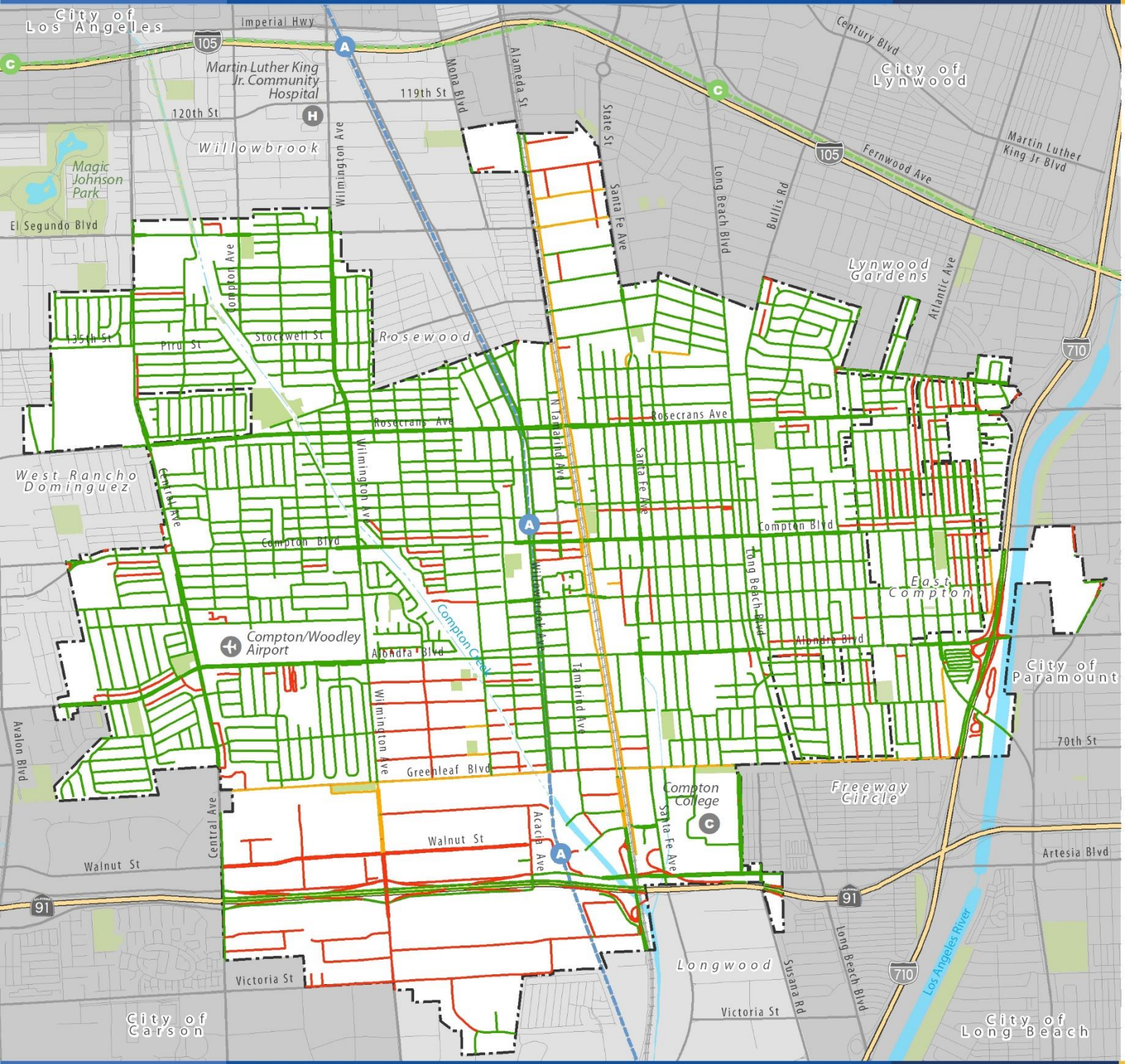


Figure 3-8
Sidewalk Availability

Sidewalk Availability

- No Sidewalks
- Sidewalks on One Side
- Sidewalks on Both Sides

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: City of Compton and MIG, 2022.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile



Residential street with sidewalk and parkway



Compton Boulevard with sidewalks



Richland Farms neighborhood with no sidewalks



Industrial district with no sidewalks

Pedestrian Crossings at Intersections

Walkways provide mobility along a linear path. But eventually, people need to cross streets, either at intersections or mid-block. At intersections, the paths of people and vehicles come together, and walkers can find these to be the most challenging part of negotiating a pedestrian network. If pedestrians cannot cross the street safely, mobility is severely limited, access is denied, and walking as a mode of travel is discouraged.

Marked pedestrian crossings are often found at intersections and may also be at other points on busy roads that would otherwise be too unsafe to cross without assistance due to vehicle numbers, speed, or road widths.

Most neighborhood intersections in Compton do not have any markings. However, major intersections generally include enhanced crosswalks, with red-colored concrete stamping to emphasize the pedestrian walking area. Many schools have continental crosswalks in either white or yellow marking. Standard crosswalks are very common. See Figure 3-9 for types of crosswalk styles.

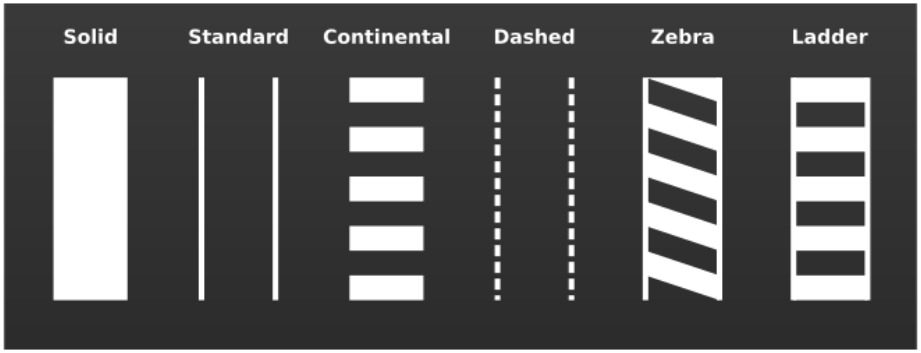
Many of the major corridors throughout the city include a traffic signal. Signalized pedestrian crossings clearly separate when each type of traffic (pedestrians or road vehicles) can use the crossing.

Figure 3-10 identifies the location of intersection signal lights and the various types of crosswalk styles. Rosecrans Avenue, Compton Boulevard, and Alondra Boulevard are east-to-west corridors that consist of numerous streetlights and crosswalk styles.



Marked crosswalks improve pedestrian safety and make it easier to cross the roadway.

Figure 3-9: Crosswalk Styles



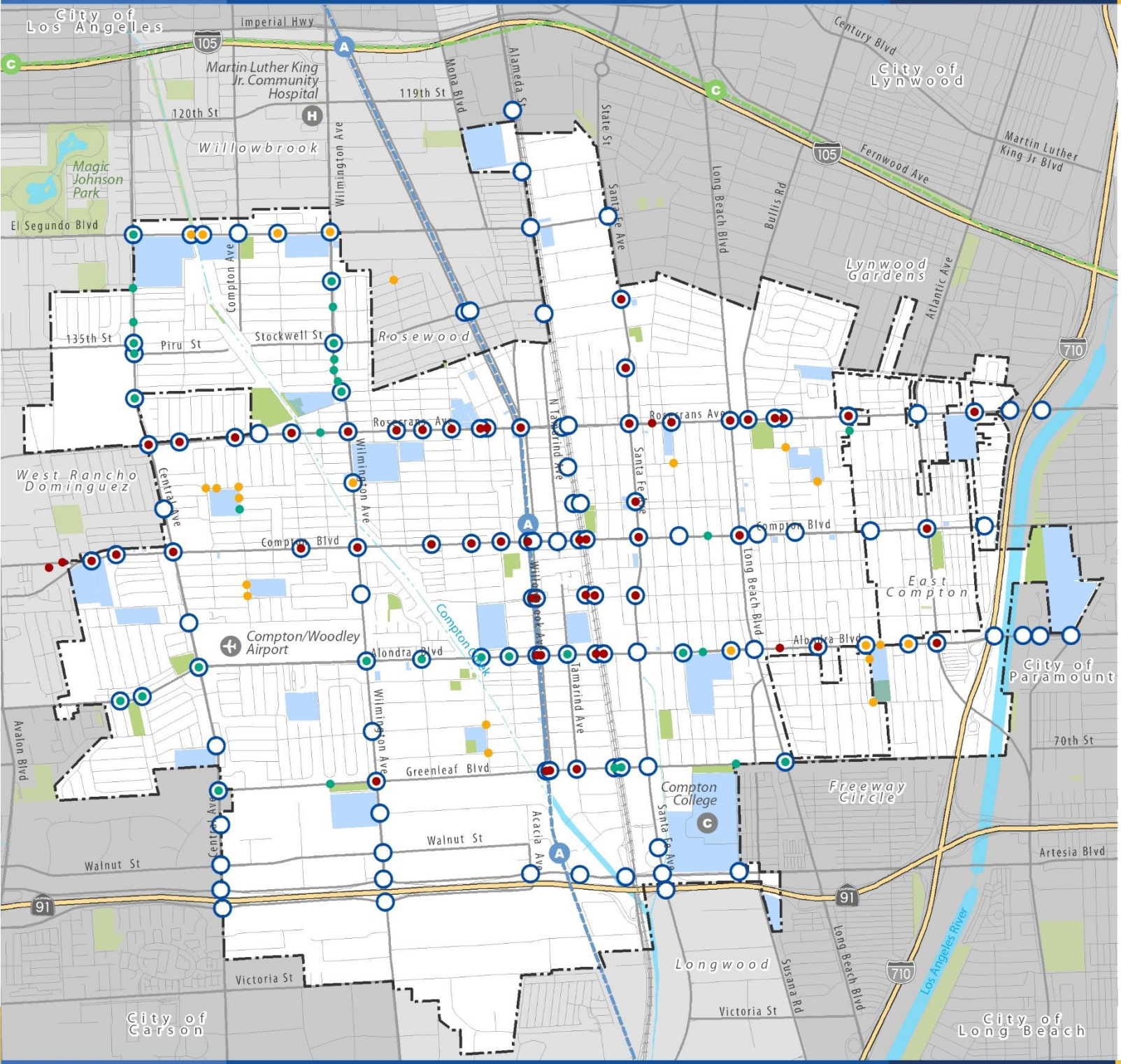


Figure 3-10
Intersection Signal Lights and Crosswalks

Intersections and Crosswalks

- Signal Light
- Red-Colored Stamping
- Yellow Ladder Crossing
- White Ladder Crossing

Schools and Parks

- Schools/Educational Facilities
- Park/Recreation Facilities

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: City of Compton and MIG, 2022.

Map Date: July 2022

Mile
0 ¼ ½ ¾ 1



White ladder crosswalks with signage



Red-colored stamped crosswalks



Yellow ladder crosswalks



Standard yellow crosswalks near schools

Trails Along Creeks, Rivers, and Parkways

Compton Creek Trail

The Compton Creek Trail parallels Compton Creek from El Segundo Boulevard in northern Compton to Greenleaf Boulevard in southern Compton. This path is a Class I trail for cyclists, pedestrians, skateboarders, and people using other non-motorized vehicles. Three bridges allow travelers to cross the creek. Figure 3-11 illustrates the surrounding areas within a 10-minute walk (half-mile distance) to the trail. The map also depicts trail access and pedestrian bridges.

The path trail and access points to the trails are in poor condition. The trail's asphalt and concrete are cracked and overgrown with weeds. The chain-link fence and creeks signs are in poor shape and need to be replaced. Debris and trash are commonly dumped along the trail. Graffiti can be found on the walls along the creek. The Compton Creek Master Plan was prepared to guide improvements to the creek and its environs.



Compton Creek Trail

Los Angeles River Trail

Adjacent to the Los Angeles River is the Los Angeles River Trail, a Los Angeles County-managed facility that is a part of the larger Los Angeles River multi-use trail corridor. This section of the trail traverses portions of Compton, Paramount, and Long Beach along a concrete channel segment terminating at the Pacific Ocean. Through Compton, the trail is the eastern bank of the Los Angeles River, making it easier to access from Paramount neighborhoods. The trail can be accessed in eastern Compton at the Alondra Boulevard, Compton Boulevard, and Atlantic Avenue bridges.

Greenleaf Parkway

The Greenleaf Parkway is a trail system located under the Southern California Edison powerlines easement along Greenleaf Boulevard. The parkway only consists of two incomplete segments. These segments were initially meant to be a pilot project, but ultimately became permanent improvements.



Greenleaf Parkway

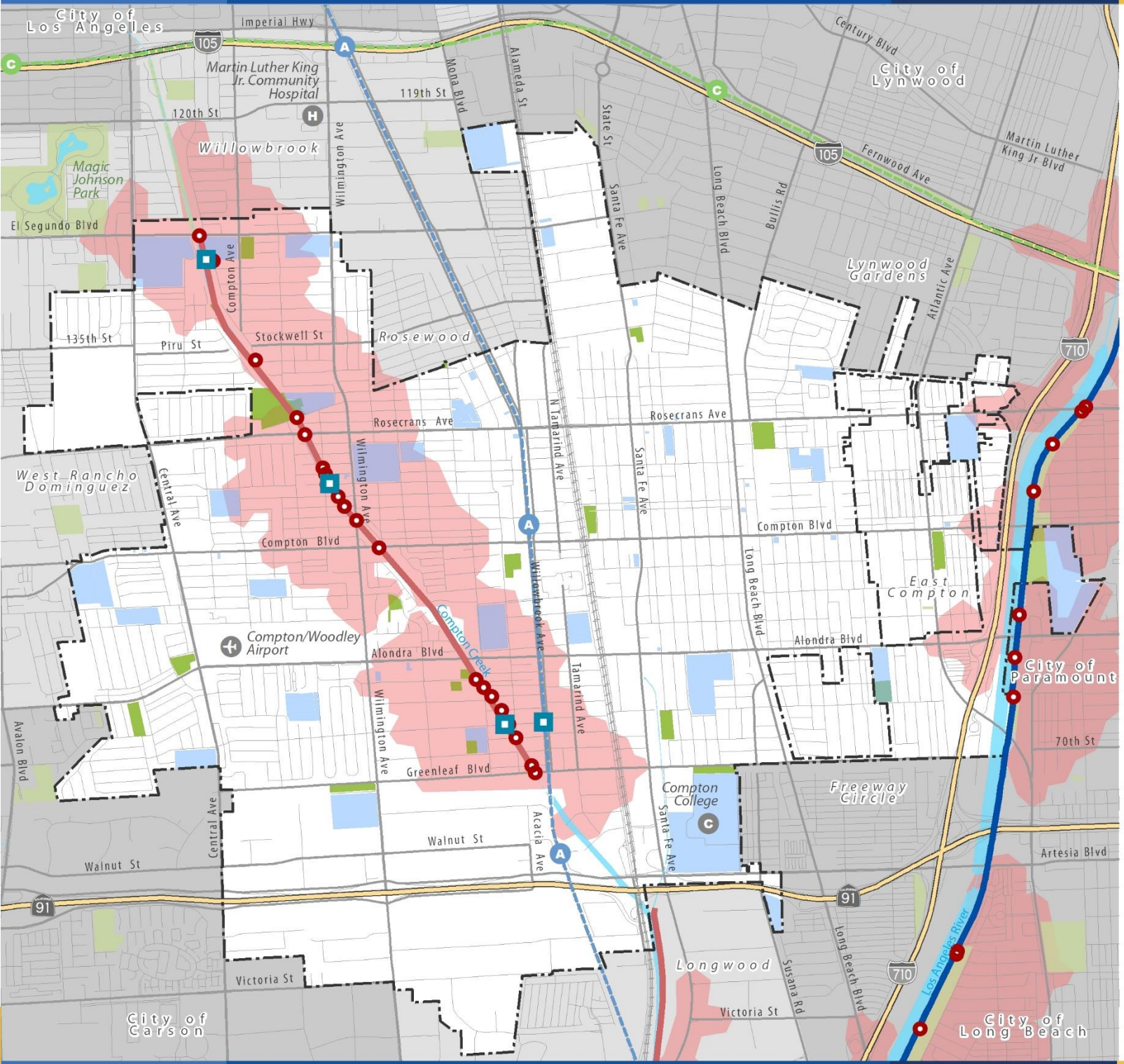


Figure 3-11
Trails Access

Trail Facilities
- Trail Access
- Pedestrian Bridge

Class I Pedestrian/Bike Trails
- Compton Creek Trail
- Los Angeles River Trail

Trail Access Area
- Half Mile Walking Distance to Trail Access

Schools and Parks
- Schools/Educational Facilities
- Park/Recreation Facilities

Base Map Features
- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Los Angeles County, 2022.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile



Compton Creek Trail



Compton Creek Trail



Compton Creek Trail



Compton Creek Trail

Pedestrian Bridges

Although Compton Creek serves as a natural amenity, it can pose a barrier for people residing on either side of the creek. Most streets in the area cross the creek via bridges that pedestrians can use, but the distance between street crossings can be far. However, three pedestrian-only bridges enhance accessibility to nearby schools and neighborhoods.

The pedestrian bridge south of El Segundo Boulevard, near Dr. Donald E. McNair Elementary School, connects the elementary school and surrounding residential neighborhood to Centennial High School. Without this bridge, students living on the east side of the creek would have to take a longer route to school.

The pedestrian bridge spanning Compton Creek at Poplar Street, near Kemp Avenue, facilitates easy access for students residing in western neighborhoods to reach Benjamin O. David Middle School, located at Wilmington Avenue and Poplar Street.

The third pedestrian bridge is along Caldwell Street, between Acacia Avenue and Oleander Avenue. This bridge allows pedestrians from the eastern neighborhoods to access Robert F. Kennedy Elementary School.

Farther east on Caldwell Street, beyond the Compton Creek pedestrian bridge, an additional pedestrian bridge spans Willowbrook Avenue, the freight railroad, and the Metro A Line light rail system rail lines. This bridge enables students living east of the tracks to reach Robert F. Kennedy Elementary School. However, the presence of railroad tracks also acts as a barrier to pedestrians. Given that the street and rail lines are at the same level, pedestrians need to climb several flights of stairs to access the bridge.



Pedestrian bridge spanning Willowbrook Avenue and the rail lines



View into pedestrian bridge spanning Willowbrook Avenue



Poplar Street pedestrian bridge spanning Compton Creek



Caldwell Street pedestrian bridge spanning Compton Creek

Pedestrian Safety

Everyone has preferences when it comes to transportation, but at one time or another everyone is a pedestrian. When drivers maintain safe speeds and practice other safe driving behaviors, safer walking environments are created for the community. People need and want communities where streets are safe, accessible, and comfortable for all users, whether traveling by car, foot, bike, or mass transit. Streets that are pedestrian and bicycle friendly have many benefits, including:

- Safer environments, where users feel less likely to be in a traffic collision or get injured
- Better access to more destinations, providing more choices in how to get where you want to go without relying on a car
- More opportunities to be physically active, which can improve your health and overall quality of life
- Opportunities for everyone, which includes people with disabilities

Vehicle Involving Pedestrian Collision

Data obtained from the University of California, Berkeley's Transportation Injury Mapping database provides information into collisions involving vehicles and pedestrians between 2011 to 2021.

Figure 3-12 illustrates the geographical distribution of vehicle and pedestrian collisions. The two corridors that had a significant number of collisions were Compton Boulevard and Rosecrans Avenue. The map reveals a concentration of crashes exceeding six incidents per location, particularly between South Matthisen Avenue and North Acacia Avenue. Along this stretch of West Compton Boulevard, classified as a principal arterial road, numerous local roads intersect, yet there is a scarcity of marked pedestrian crossings. Only two striped crosswalks with traffic lights provide safe passage for pedestrians to access businesses or residences on the opposite side of the street.

On the eastern side of Compton Boulevard at Long Beach Boulevard, another concentration of crashes is observed, involving five incidents of pedestrian and vehicle collisions. This intersection is a major four-way junction with traffic lights and street widths of 70 to 80 feet to accommodate pedestrian crossings.

Further examination reveals collision clusters along Rosecrans Boulevard at the intersections of Wilmington Avenue and Long Beach Boulevard. Both these intersections are major four-way junctions with traffic lights and street widths ranging from 70 to 80 feet. Rosecrans Boulevard is classified as a principal arterial road.

Lastly, the area with a high collision rate of seven incidents is located at Atlantic Avenue and Alondra Boulevard. It is a major four-way junction with traffic lights and street widths exceeding 85 feet. Both Atlantic Avenue and Alondra Boulevard are designated as major arterial roads.

Street Takeovers

Street racing and street takeover events have increased greatly in Compton. Using social media, adults in vehicles block streets at intersections and then engage in illegal activities, such as burnouts and doughnuts within the intersections. These takeovers have deadly consequences. In 2022, two women were killed because of a street takeover. The street takeover itself was underway at the intersection of Century Boulevard and Hoover Street, several miles northwest of Compton, when a double fatal crash occurred.

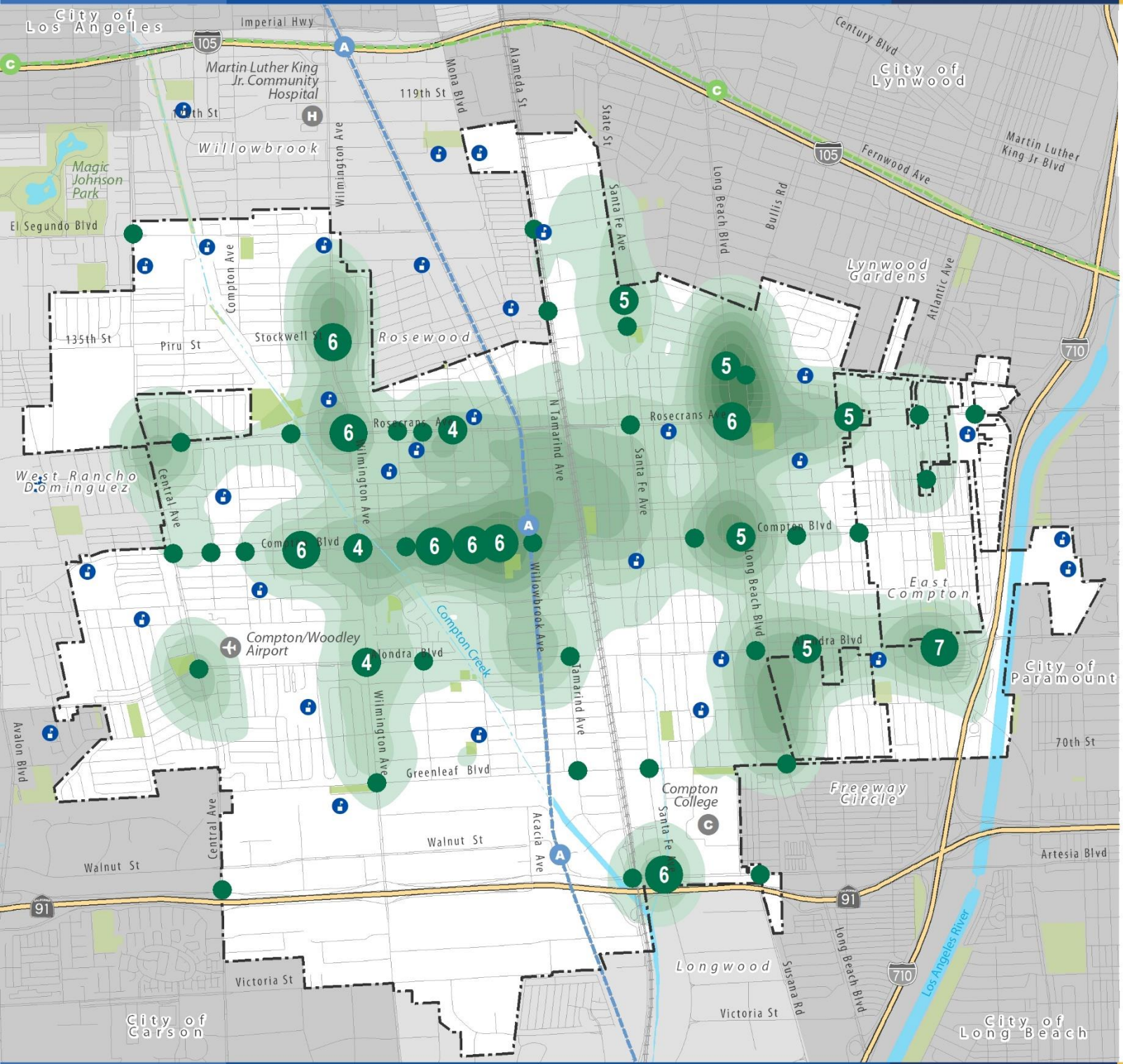


Figure 3-12
Vehicle Collisions Involving Pedestrians

Vehicular Crashes Involving Pedestrians at Key Intersections (2011 to 2021)

- 1 - 3
- 4 - 5
- 6 - 7

Vehicle Crash Density Involving Pedestrians (2011-2021)

- Low Number of Crashes
- High Number of Crashes

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space
- Schools

Data Source: Transportation Injury Mapping System UC Berkeley, 2011-2021.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Safe Routes to School

Safe Routes to School is a nationwide program aimed at making it safer for students to walk and bike to school and encouraging more walking where safety is not a barrier. Underserved communities traditionally lacking in transportation investments merit priority as they do not have access to safe, comfortable roads for walking, biking, or rolling. They are also overrepresented in pedestrian and bicyclist Injuries.

Figure 3-13 identifies the higher concentration of vehicle collisions near public schools. The map shows that schools along major street corridors with higher vehicle speeds are more susceptible to accidents than schools located within residential neighborhoods.



Compton students and parents participate in a safe route to school program.

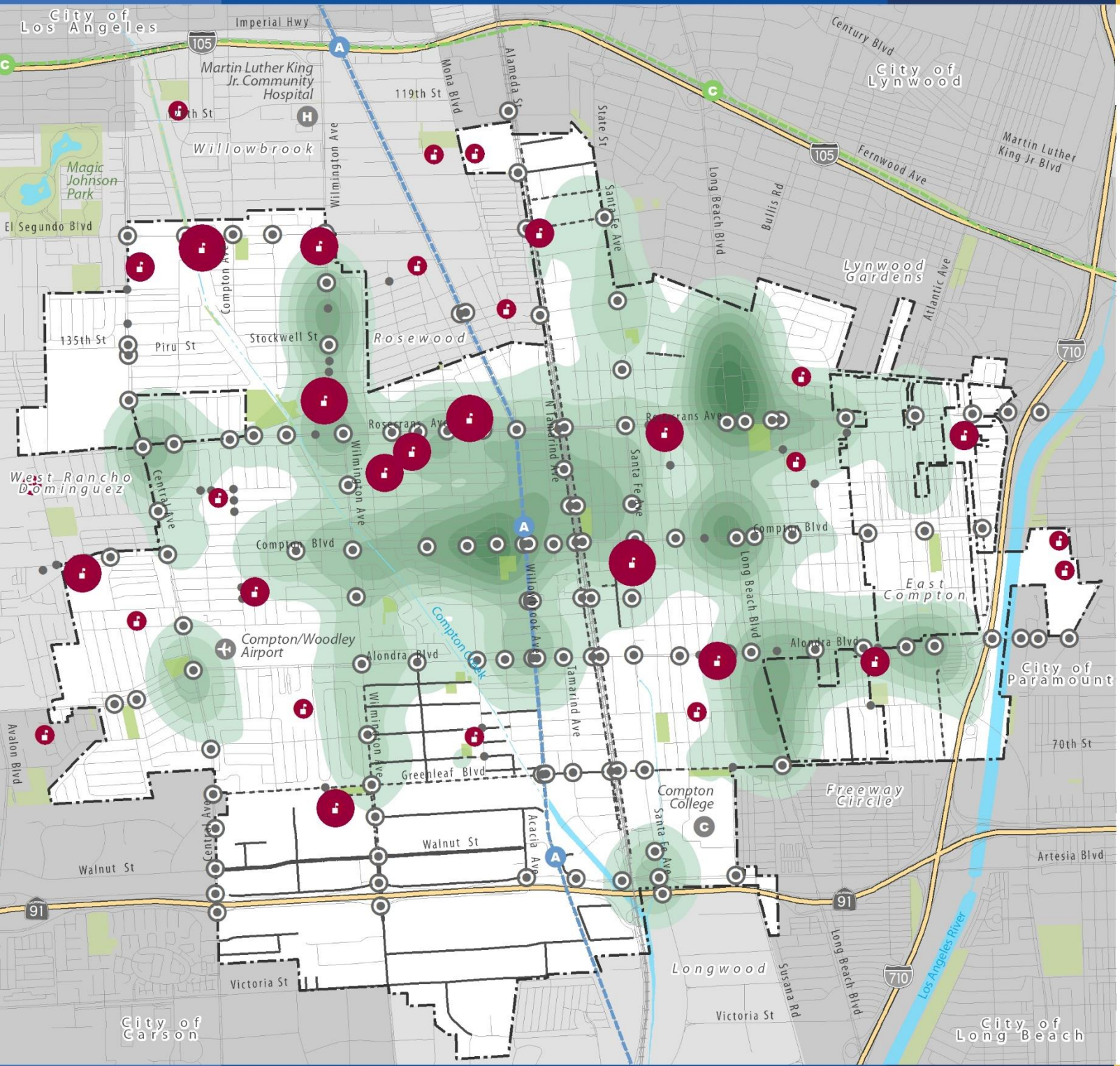


Figure 3-13
School Safety

Number of Crashes within 1/4 Mile of a School

- 1 -25
- 26 - 50
- 51 - 75
- 76 - 100

Intersections and Crosswalks

- Signal Light
- Enhanced Crosswalks

Limited Sidewalks

- No Sidewalks
- Sidewalks on One Side

Vehicle Crash Density Involving Pedestrians (2011-2021)

- Low Number of Crashes
- High Number of Crashes

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Transportation Injury Mapping System UC Berkeley, 2011-2021.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

10-Minute Neighborhood: Walkable Access

The concept of a""10-Minute Neighborhood" refers to a planning and urban design approach that aims to create communities where residents can access most of their daily needs within a 10-minute walk or bike ride from their homes. The idea is to create compact, walkable neighborhoods that promote active transportation, reduce car dependence, and enhance residents' quality of life.

In a 10-Minute Neighborhood, essential amenities and services are located within close proximity, making them easily accessible without the need for long commutes or relying heavily on motor vehicles. These amenities can include grocery stores, schools, parks, healthcare facilities, workplaces, public transit options, community centers, libraries, financial institutions, and retail areas. By providing convenient access to these resources, the 10-Minute Neighborhood concept aims to create vibrant and self-sufficient communities. The benefits of a 10-Minute Neighborhood include:

- **Improved Quality of Life:** Living in a 10-Minute Neighborhood allows residents to spend less time commuting and more time engaging in activities they enjoy. It promotes a healthier work-life balance, reduces stress, and enhances overall well-being.

- **Active Transportation:** A 10-Minute Neighborhood encourages walking, cycling, and other forms of active transportation. Designing neighborhoods with safe and attractive pedestrian and cycling infrastructure promotes physical activity, reduces traffic congestion, and improves air quality.

- **Social Cohesion:** Compact neighborhoods with nearby amenities foster social connections and a sense of community. Residents have more opportunities for face-to-face interactions, resulting in stronger social ties, increased civic engagement, and a greater sense of belonging.

- **Environmental Sustainability:** 10-Minute Neighborhoods support sustainability goals by reducing carbon emissions associated with transportation. With shorter distances to travel, people rely less on cars, leading to lower greenhouse gas emissions, improved air quality, and reduced energy consumption.

- **Economic Benefits:** Vibrant and walkable neighborhoods attract businesses and investment, creating economic opportunities and enhancing property values. The proximity of amenities can lead to increased patronage of local businesses, supporting the local economy.

The following maps identify 10-minute walking access to schools, libraries, community centers, grocery stores, parks, and quality transit facilities.

10-Minute Access to Schools

Nearly 40 different schools exist throughout the city. Figure 3-14 maps public school access. Most Compton residents live within one-half mile or 10-minute walk from a public school. A few residential areas are farther than a 10-minute walk from any school. These areas are dispersed throughout the city, with a larger area in central Compton.

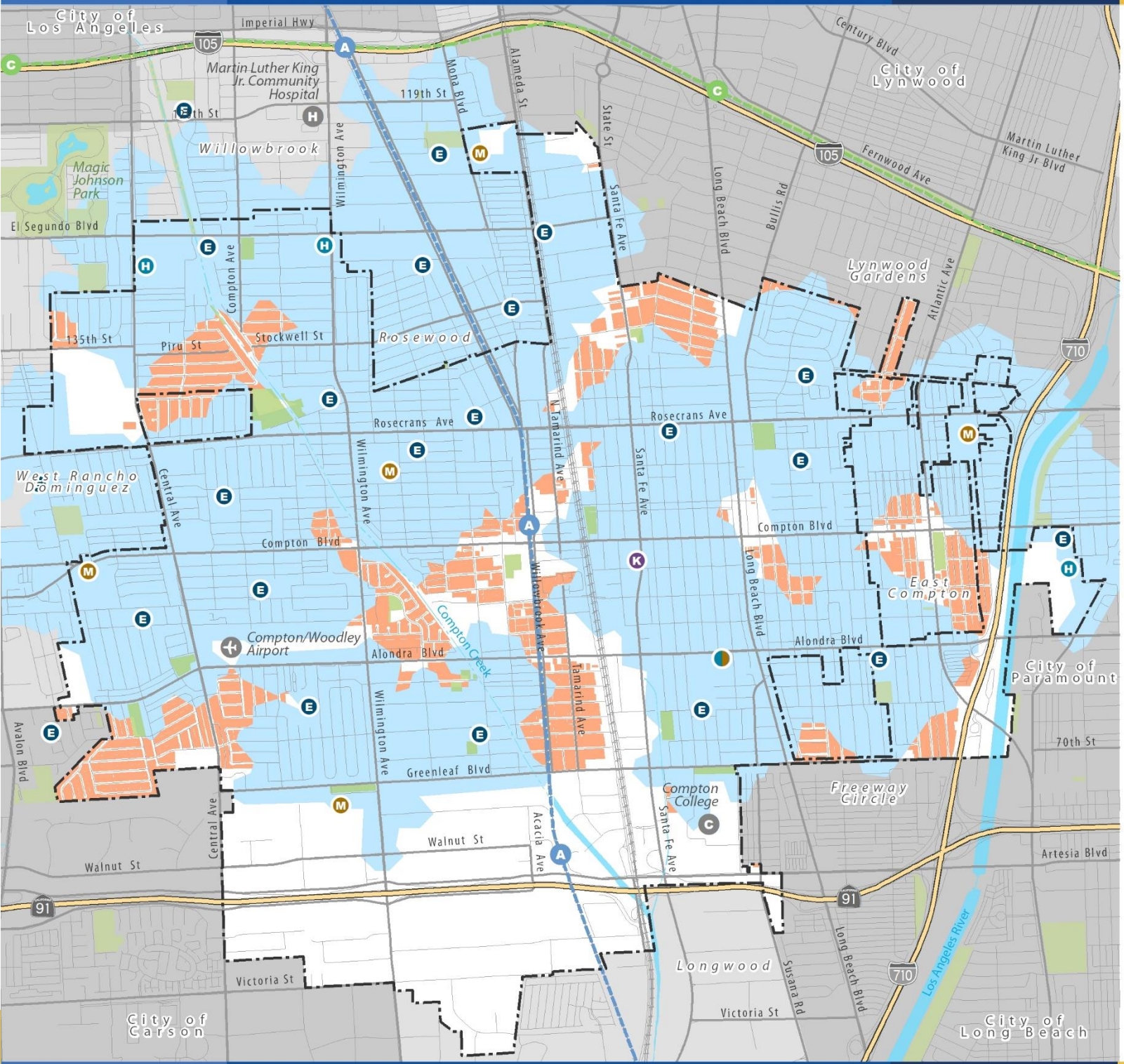


Figure 3-14
School Access

Public Schools

- Elementary Schools
- Kindergarden to 12th Grade
- Middle Schools
- High / Middle School
- High Schools

Public Schools Half-Mile Access

- Half-Mile (10-min.) Walking Distance
- Residential Area Further Than 10-Min. Walk to School

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: California Department of Education, 2021.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

10-Minute Access to Parks and Open Spaces

Access to parks and green space is vital to community physical and social health. Parks provide public space in which to exercise and relax, increasing physical wellbeing. Parks also provide an essential social space for gatherings, events, birthday parties, and community activism. Having public parks accessible within walking distance from residential areas can improve the overall quality of life for a community.

Figure 3-15 illustrates park access, highlighting areas with park access within a 10-minute walk. Most residents live within a 10-minute walk of a public park, with a few areas of exception. Areas with limited park access in northern, northwestern, and southern Compton are primarily industrial. The area of central Compton with limited park access is a mix of residential and commercial areas, meaning residents likely have to drive or take transit to access a park.



Students participating in an education program at Compton Creek Natural Park at Washington Elementary

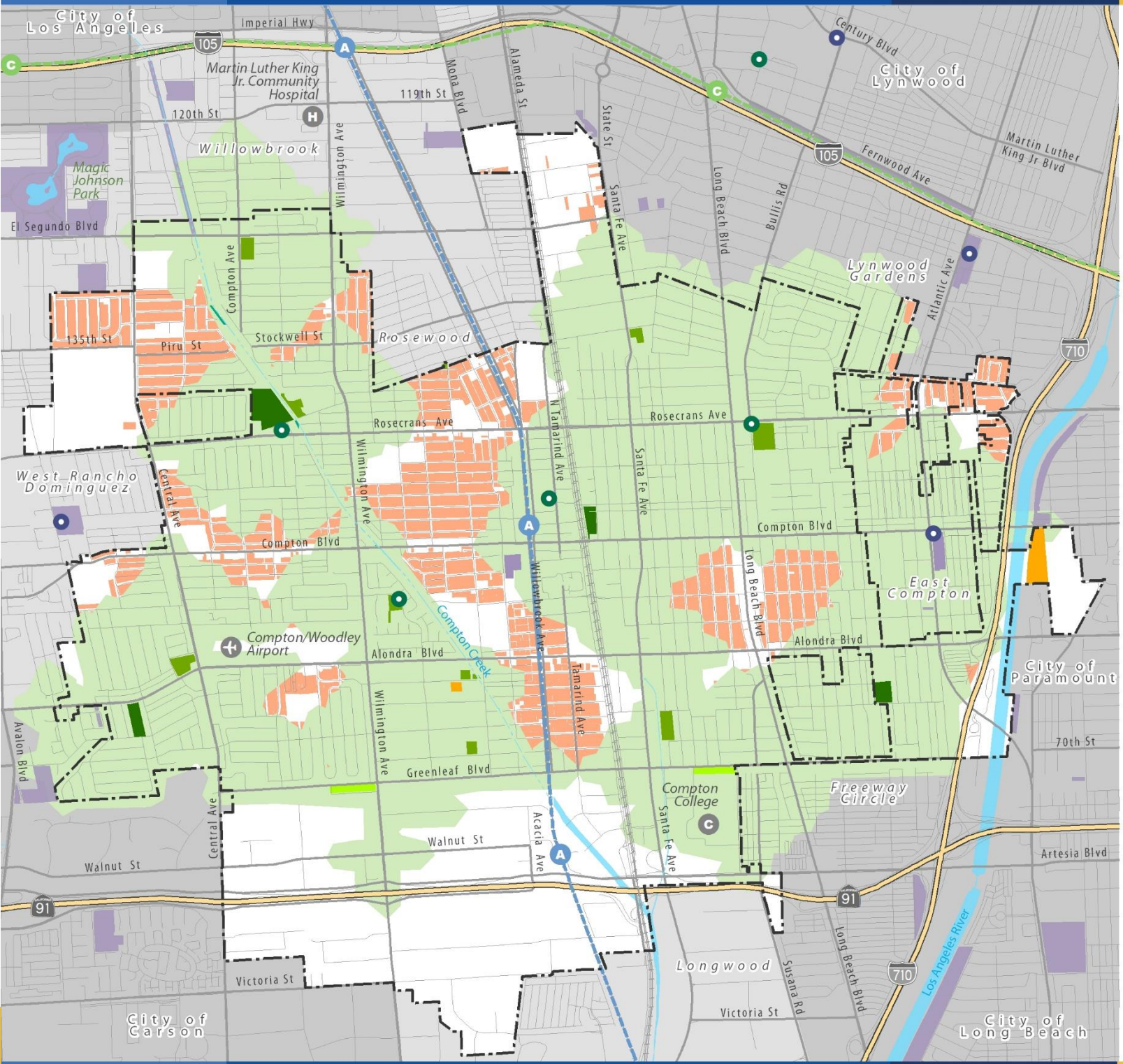


Figure 3-15
10-Minute Walk to Parks and Recreation

Park and Recreation Facilities

- Community Park
- Neighborhood Park
- Compton Creek
- Parkway
- Special Facility
- Non-City Park Facility

Park Access (Half-Mile Access/Walk)

- 10-Minute Park Access (Walk)

Community Centers

- Compton Community Centers
- Other Community Centers
- Residential Area Further Than 10-Min. Walk to a Park

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies

Data Source: City of Compton, 2022.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Access to Libraries and Community Centers

Walking access to libraries and community centers promotes:

- **Knowledge and Education.** Libraries are vital community resources that provide access to books, digital resources, educational materials, and programs. By having walking access to libraries, individuals of all ages can easily visit these institutions to borrow books, conduct research, access computers and the internet, participate in educational workshops, and expand their knowledge.

- **Information Equity.** Libraries play a crucial role in bridging the digital divide and ensuring equitable access to information. Not everyone has access to the internet or digital resources at home, and community centers and libraries often provide similar services. By facilitating walking access to these facilities, communities ensure that individuals who may not have transportation or reliable internet access can still benefit from the wealth of information and resources available. This helps reduce disparities in educational opportunities and promotes equal access to information for all residents.

- **Community Engagement.** Libraries and community centers serve as important gathering spaces where residents come together, connect, and engage in various activities. By providing walking access to these centers, communities foster social cohesion, neighborly interactions, and a sense of belonging. People can participate in community events, attend workshops or meetings, access support services, and build relationships with fellow community members. Walking access enhances community connectivity and strengthens social ties.

- **Health and Well-being.** Walking access to libraries and community centers promotes physical activity and supports a healthier lifestyle. It encourages residents to incorporate walking into their daily routines, contributing to increased exercise levels and improved overall fitness. Physical activity has numerous health benefits, including reducing the risk of chronic diseases, improving mental well-being, and enhancing quality of life.

- **Lifelong Learning Opportunities.** Libraries and community centers offer a wide range of programs and resources that support personal and professional development. These include workshops, classes, seminars, job search assistance, and access to online learning platforms. By providing walking access to these facilities, communities make it easier for residents to engage in lifelong learning opportunities that can enhance their skills, boost employability, and improve their quality of life.

Figure 3-16 identifies access to libraries and community centers. Many residential areas are not accessible within a 10-minute walk to library or community center.

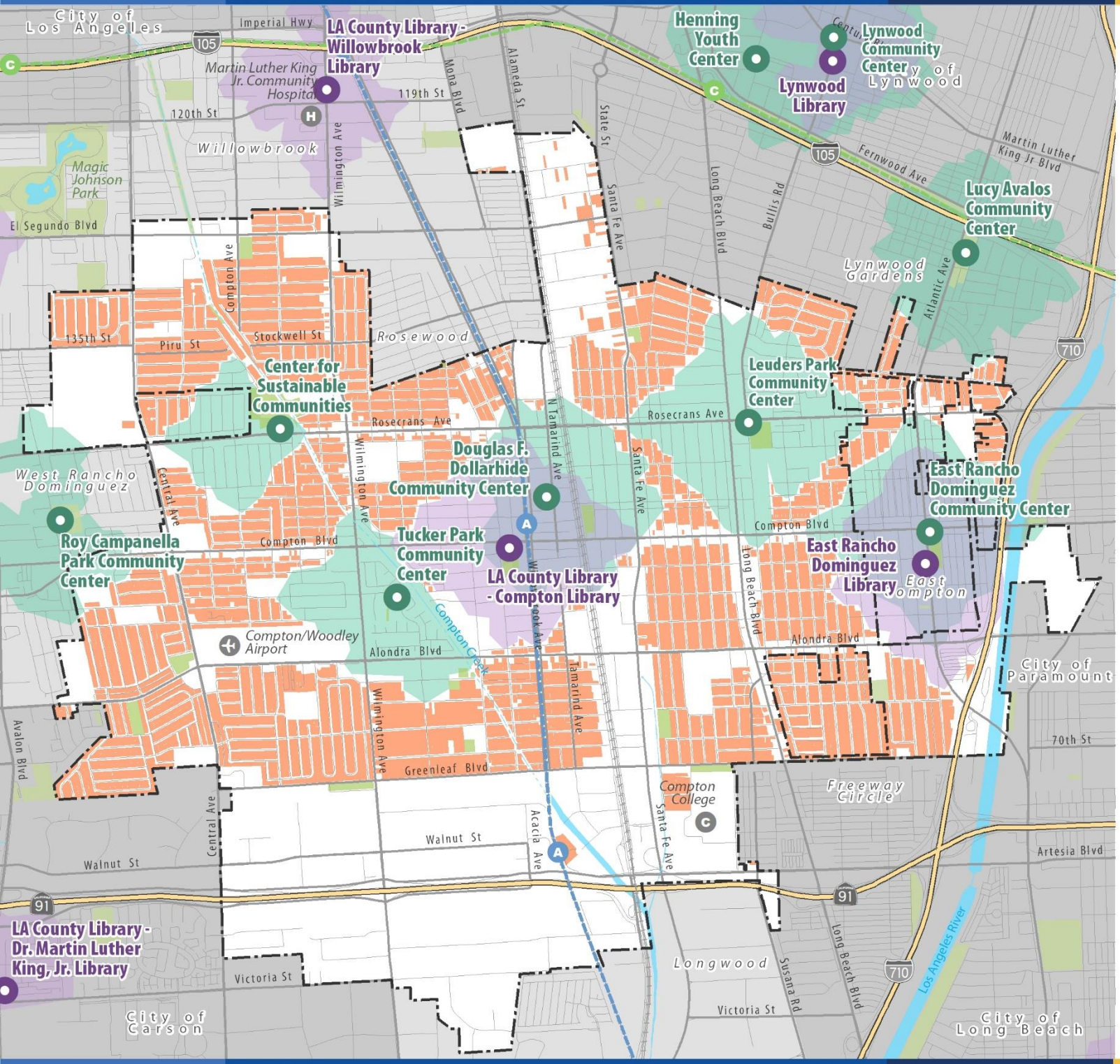


Figure 3-16

10-Minute Walk to Libraries and Community Centers

Libraries and Community Centers

- Libraries
- Community Centers

Libraries and Community Centers

- Library 10-Minute Walk
- Community Centers 10-Minute Walk
- Residential Area Further than a 10-min. Walk to a Library or Community Center

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: MIG, 2022.

Map Date: June 2023.

0 ¼ ½ ¾ 1 Mile

10-Minute Access to Grocery Stores

Walking to a grocery store provides an opportunity for physical activity, contributing to improved health and well-being. Regular walking can help maintain a healthy weight, strengthen muscles and bones, reduce the risk of chronic diseases like heart disease and diabetes, and enhance mental well-being. Incorporating walking into daily routines, such as going to the grocery store, promotes an active lifestyle and supports overall physical and mental health.

Walking access to a grocery store improves accessibility, particularly for those who do not have access to private vehicles or public transportation. It ensures that individuals who may have mobility limitations, financial constraints, or live in areas with limited transportation options can still access fresh and healthy food. Walking to the grocery store can be more convenient, as there is no need to wait for transportation, deal with parking, or navigate traffic.

For individuals living in food deserts or areas with limited access to fresh and nutritious food, walking to a grocery store becomes even more crucial. Grocery stores typically offer a wider variety of food options, including fresh produce, whole grains, lean proteins, and healthier choices compared to convenience stores or fast-food outlets. Walking to a grocery store provides residents with the opportunity to make healthier food choices and have greater control over their diet.

Walking to a grocery store can also result in cost savings. By eliminating the need for transportation, individuals can save on fuel costs, parking fees, and public transportation expenses. This can be particularly beneficial for those on a tight budget or in low-income communities, where every penny counts.

Promoting walking access to grocery stores is crucial for ensuring equitable access to fresh and healthy food, promoting physical activity, fostering community connections, and supporting environmental sustainability. It contributes to building healthier, more connected, and sustainable communities.

Referring to Figure 3-17, groceries stores have been categorized in Compton as either larger stores (greater than 15,000 square feet in size) or smaller stores (less than 15,000 square feet in size). Compton has fewer larger grocery stores, and they are primarily located in commercial areas, mostly at city edges. Smaller neighborhoods markets are more evenly dispersed throughout the city but can be limited in food options.

Food Deserts

A food desert refers to an area, typically a neighborhood or community, where residents have limited access to affordable and nutritious food. In these areas, it can be challenging to find grocery stores or supermarkets that offer a wide variety of fresh fruits, vegetables, whole grains, and other healthy food options.

The consequences of living in a food desert can have a significant impact on the health and well-being of the residents. Limited access to fresh and nutritious food can lead to a higher prevalence of diet-related health issues, such as obesity, diabetes, and cardiovascular diseases. The lack of healthy food options can also contribute to dietary deficiencies, especially in terms of fruits, vegetables, and other essential nutrients.

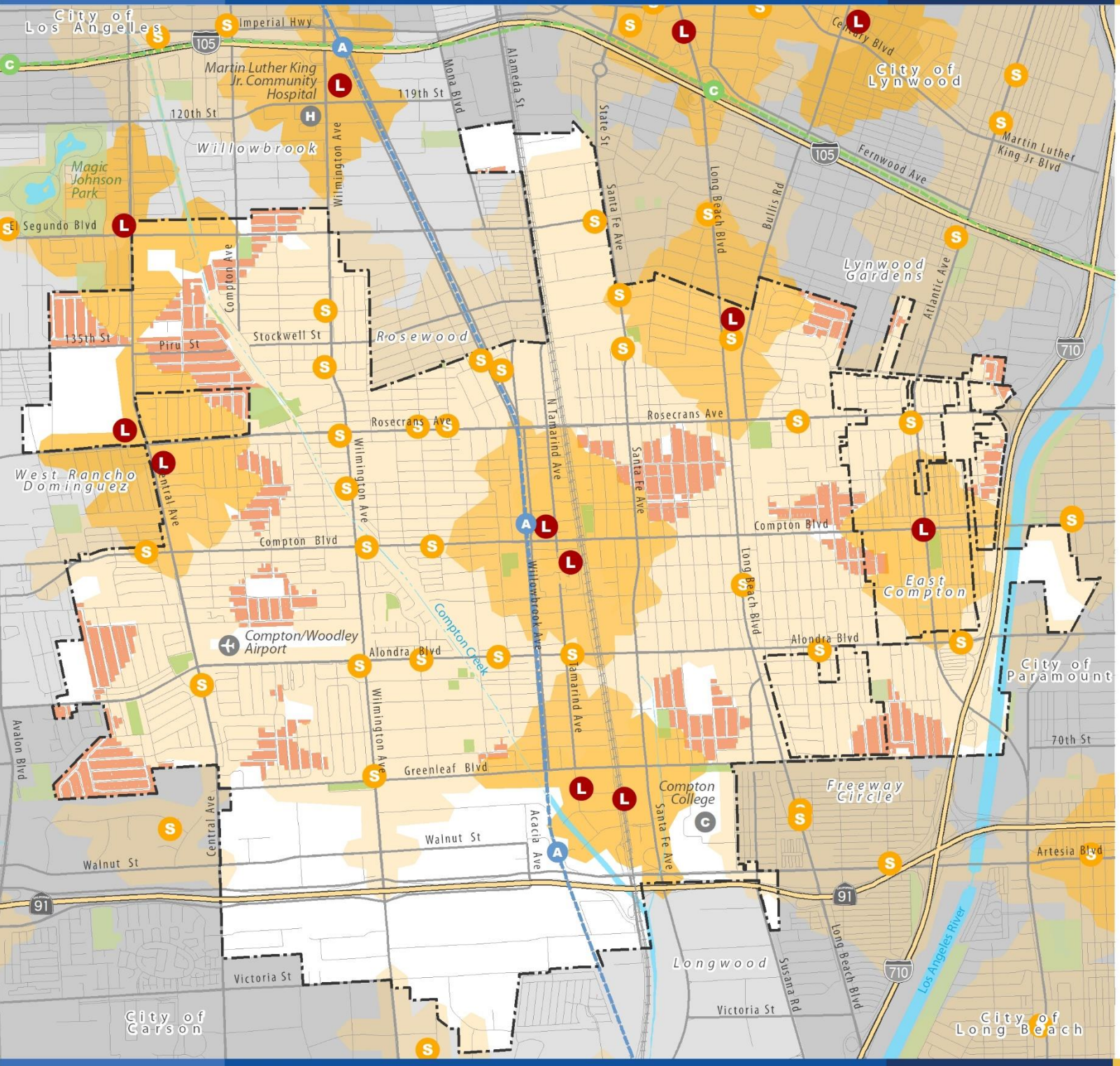


Figure 3-17

10-Minute Walk to Grocery Stores

Larger Grocery Stores and Smaller Neighborhood Markets

- Larger Stores (Greater than 15,000 sf)
- Smaller Stores (Less than 15,000 sf)

Grocery Store/Neighborhood Market Half-Mile Access

- Larger Stores: Half-Mile Access
- Neighborhood Market: Half-Mile Access
- Residential Area Further than a 10-min. Walk to a Grocery Store

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Esri Community Analyst Marketing Data, 2022.

Map Date: June 2023

0 ¼ ½ ¾ 1 Mile

10- Minute Access to Quality Transit Areas

Walking to a transit stop, such as a bus stop, train station, or subway station, has several benefits. Walking to a transit stop improves accessibility to public transportation for individuals who may not have access to a private vehicle or who prefer not to drive. It enables people to reach their destinations more easily and efficiently, especially in areas with limited parking or congested traffic. Walking to transit expands mobility options and provides an affordable transportation alternative.

Walking to a transit stop can result in cost savings compared to using a private vehicle. By eliminating the need for fuel expenses, parking fees, and vehicle maintenance costs, individuals can reduce their transportation expenses significantly. This can be particularly beneficial for individuals or families on limited budgets or those seeking to reduce their transportation costs.

Access to transit in both residential and commercial areas is important for creating an accessible and equitable city. Not all households have access to a personal vehicle and may rely on public transit to get to work or school, run errands, or for personal and recreation purposes.

Figure 3-18 displays access to transit stops throughout the city. Most residents reside within a 10-minute (one-half mile) walk of a transit line.

High-Quality Transit Areas

Compton has several high-quality transit areas consisting of major transit stops or high-quality transit corridors. These are areas within one-half mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours.

The high-quality transit corridor, with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours, is Metro's A Line Compton and Artesia Stations.

A major transit stop is an existing bus transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. The major transit stop in the city is the Metro Bus Route 60 along Long Beach Boulevard.

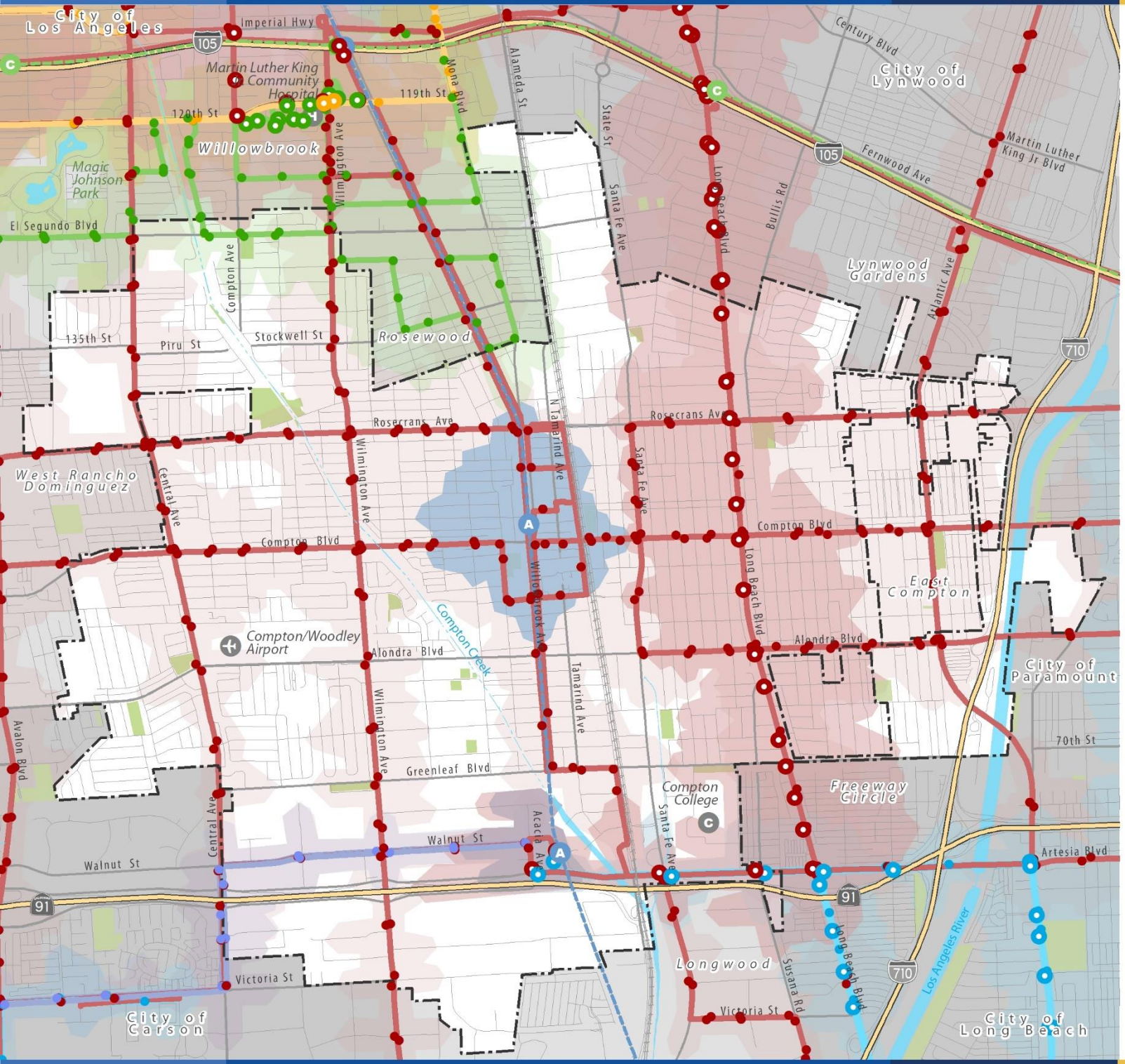


Figure 3-18
10-Minute Access to Transit

Bus Transit Stops and Routes

- LA Go Bus
- LADOT
- Long Beach Transit
- Metro - Los Angeles
- Torrance Transit System
- Bus Stop with Less Than 15-Minute Headway (More frequent buses)

Metro Rail Stations/Lines

- Metro A Line (Blue)
- Metro C Line (Green)

Bus Transit Access (10-Minute Walk)

- LA Go Bus
- LADOT
- Long Beach Transit
- Metro Bus
- Torrance Transit

High Quality Transit Access (10-Minute Walk)

- Metro A Line (Rail Station)
- Metro Bus (15-min. Headway)

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: UrbanFootprint Transit Data, 2022.
Map Date:June 2023

0 ¼ ½ ¾ 1 Mile

Access Analysis

Walking access to community services plays a vital role in creating inclusive and livable communities. Walking access to community services is essential for promoting physical and mental health, ensuring equitable access to amenities, fostering environmental sustainability, encouraging social interaction, boosting local economies, and improving pedestrian safety. By designing communities with pedestrian-friendly infrastructure and promoting walkability, cities can create healthier, more connected, and vibrant places to live.

To create a 10-Minute Neighborhood, planners and policymakers focus on principles such as mixed-use development, transit-oriented design, walkability, bike-friendly infrastructure, and access to a variety of services. By incorporating these principles into the planning and design of communities, the aim is to create more sustainable, livable, and inclusive neighborhoods that meet the needs of residents within a short distance from their homes.

Figure 3-19 identifies the composite access summary of areas that are have good access to resources and areas that don't. The map accounts for access to schools, parks, community centers, libraries, grocery stores, and quality transit access. A few residential neighborhoods, specially the northwestern neighborhood along Piru Street, west of Compton Creek and east of Central Avenue scores really low when measure access to multiple community resoruces. Additionally, residential neighborhoods boarding other cities or on the outskirts of the Compton city boundary also have fewer walking (10-minute or less) access to community resources.

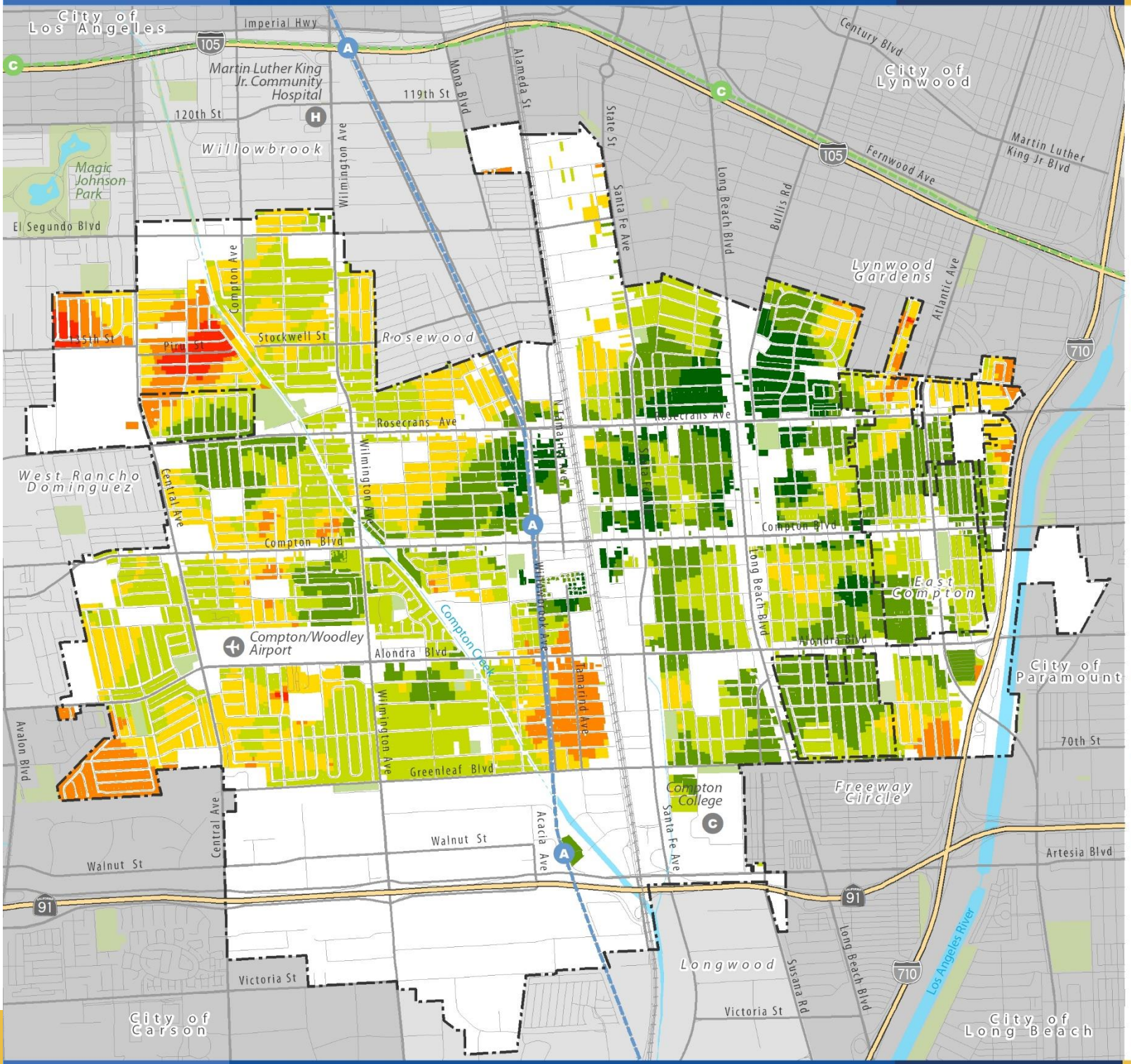


Figure 3-19
10-Minute Access Summary

10-Minute Neighborhood Access (Summary Scoring)

- 0 - High Access to Services/Resources
- 1
- 2
- 3
- 4
- 5 - Low Access to Services/Resources

Scoring: No Access to:

- Parks (+1)
- Schools (+1)
- High QualityTransit Stop (+1)
- Grocery Store (+1)
- Library or Community Center (+1)

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: City of Compton and MIG, 2022.

Map Date: June 2023

0 ¼ ½ ¾ 1 Mile

Pedestrian and Access Considerations

- Access to trails and bicycle paths is very limited in Compton. Increasing trails and bike paths could improve quality of life for residents and offer active transportation opportunities.
- Pedestrian and vehicle collisions are concentrated on streets where at least one road is a major arterial road. Collisions are concentrated along the commercial corridors of Rosecrans Avenue and Compton Boulevard, and most vehicle and bicycle crashes are concentrated along Compton Boulevard and Long Beach Boulevard. Areas of high vehicle and bicycle collision concentrations overlap with areas of high vehicle and pedestrian collision. Most areas with high collision concentrations involve principal arterial roads. The areas with the highest collisions have no bike lanes. This data illustrate a clear need to comprehensively examine ways to improve traffic safety in Compton.
- Increasing the number of large grocery stores could make healthier food options accessible to more Compton residents.
- There are a number of residential areas of the city beyond a 5-minute walk to transit, limiting residents' mobility. Even a 5-minute or quarter mile walk can pose challenges to individuals with limited mobility.
- Access to a public school within a 10-minute walk is important for those with limited transportation options or mobility. Schools that tend to be close to major street corridors are also more likely to closer to vehicular collisions, making it unsafe when walking to school.
- Greater park access could improve aspects of physical and social health for Compton residents.
- Most of the City is within a 10-minute walk to a park.

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Chapter 4
Compton Today: City Culture

COMPTON
GENERAL PLAN 2045
Building a Better Compton

Introduction

Compton boasts a rich and diverse urban culture that reflects the contributions of various communities and historical backgrounds to the city's growth. Renowned for its lively music scene, especially in the hip-hop and rap genres, Compton's roots can be traced back to the African American and Latino communities. From this region emerged the Compton Sound and the West Coast hip-hop culture, giving birth to iconic artists like Dr. Dre, Eazy-E, and Kendrick Lamar.

Furthermore, Compton hosts numerous annual events and celebrations that honor its diverse cultures and traditions. For instance, the Compton Hispanic Heritage Festival acknowledges the city's Latino community, while the Juneteenth Festival marks the end of slavery in the United States and advocates for black history and culture.

Additionally, Compton has a robust history of community activism and engagement, especially concerning topics like police reform, environmental justice, and access to quality education and healthcare. Local organizations and community groups within the city, such as the Compton Community Coalition and the Compton Empowered Collaborative, actively work towards promoting social justice and equity.

Overall, Compton's urban culture is distinguished by its diversity, liveliness, and resilience, along with a steadfast commitment to advancing social justice and constructing a more robust and fair community for all residents. This chapter encompasses the following subjects: Community Profile, Culture, Equity, Public Safety and Services, Environmental Justice, and Community Health.



The mural on the wall outside of ISANA Academies in Compton includes an image of Martin Luther King Jr.

Community Profile

A community profile is essential for gaining insights into a community's characteristics, demographics, and socioeconomic conditions. In this report, the community profile will encompass population statistics, age demographics, racial and ethnic composition, educational attainment, income levels, and employment data.

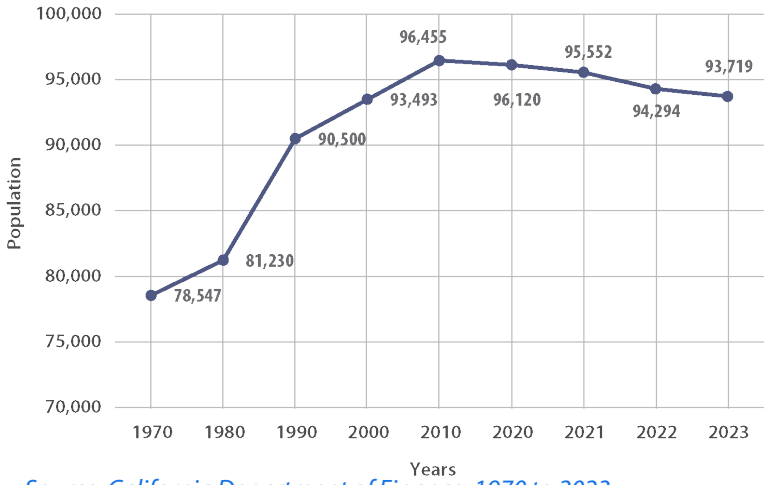
Population Growth

Population growth refers to the change in the number of individuals within a population over a specified timeframe. This change is typically measured as the difference between the City's total population in different decades or years, considering factors such as birth and mortality rates, the average number of individuals per household, and migration patterns. Population growth has significant social, economic, and environmental implications, and it is also influenced by the availability of housing units.

Between 1970 and 2010, Compton experienced an increase of nearly 18,000 new residents. However, starting in 2010, population growth shifted in a negative direction, resulting in a decline of approximately 2,700 residents between 2010 and 2023.

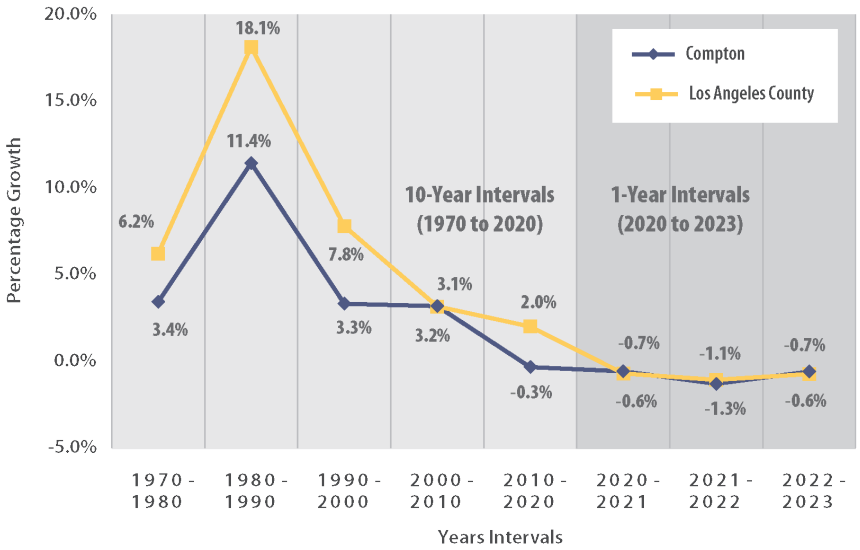
The 1980s saw significant population fluctuations for both Compton and Los Angeles County, with population increases of 11 percent for Compton and 18 percent for the County. Between 2010 and 2020, there was a consistent decline in population, with the most significant percentage decrease occurring in Compton between 2021 and 2022, coinciding with the peak of the COVID-19 pandemic.

Figure 4-1: Population Growth (1970 to 2023)



Source: California Department of Finance, 1970 to 2023.

Figure 4-2: Population Percent Change (1970 to 2023)



Source: California Department of Finance, 1970 to 2023.

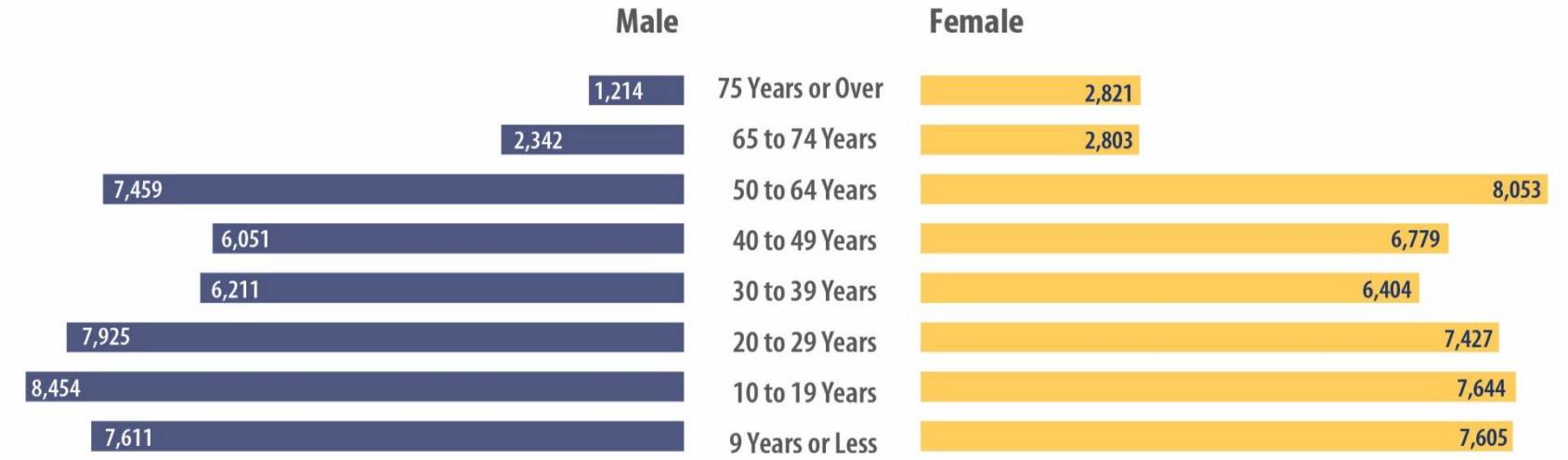
Age Characteristics

Age distribution is a crucial indicator of housing and service needs, as preferences often change with individuals' and households' ages. Both the City of Compton and Los Angeles County have similar proportions of younger and older residents. In Compton, approximately 29 percent of the population is under the age of 18, while the County's proportion is around 22 percent. In comparison, the percentage of the population aged 60 years or older is 13.8 percent in Compton, while the County has a percentage of 18.8.

The median age for Compton is 31.2 years, which is younger than the County's overall median age of 36.5 years. Figure 4-3 illustrates a higher percentage of residents under 18 years old compared to those over 60. Additionally, the two maps highlight a greater concentration of younger residents in the central and eastern parts of the City, while the western part of the City is home to a larger elderly population.

Figure 4-3 depicts the distribution of age by sex, including males and females. The figure illustrates the age breakdown by gender in Compton, which is fairly balanced. However, there is a slightly larger proportion of females within each age category. Across the City, there is a greater number of males aged between 10 and 19 years, followed by females aged between 50 and 64 years.

Figure 4-3: Age Characteristics (2020)



Source: US Census Bureau, American Community Survey, 2021.

Race/Ethnicity

As of 2020, Compton's population consists of nearly 70 percent Hispanic/Latino residents, compared to about 50 percent in Los Angeles County. African Americans (Black) have played a significant role in shaping Compton's identity. The city gained prominence as a predominantly African American community during the twentieth century, attracting many Black families seeking homeownership opportunities and escaping racial segregation. Compton became known for its vibrant African American culture, music, and activism.

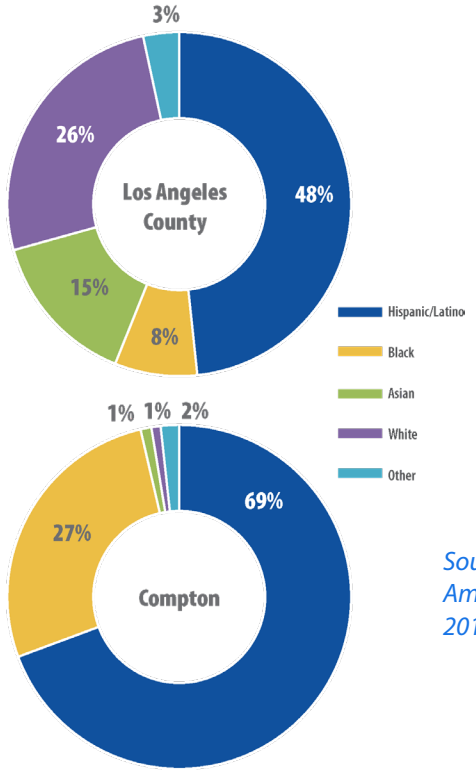
However, Compton's demographics have become more diverse over the years. Hispanic/Latinos, primarily of Mexican and Central American heritage, have also had a significant presence in Compton. Latino residents contribute to the cultural fabric of the city and have their own vibrant community organizations, businesses, and cultural celebrations. **Compton also has a notable population of residents from other racial and ethnic backgrounds, including Asian Americans, Pacific Islanders, and individuals of mixed heritage. These communities further enrich the City's diversity and cultural exchange.**

Table 4-1: Race/Ethnicity Percentages (2010 & 2020)

	Compton		Los Angeles County		
	2010	2020	2010	2020	
Hispanic/Latino	63.6%	69.3%	47 .1%	48.3%	
Black	32.9%	27.0%	8.5%	7.8%	
Asian	0.2%	1.0%	13.6%	14.6%	
White	0.6%	0.9%	28.4%	25.9%	
Other	2.7%	1.7%	2.4%	3.4%	
Total:	**100.0%**	**100.0%**	**100.0%**	**100.0%**	

Source: U. S Census Bureau, American Community Survey, 2010 and 2020.

Figure 4-4: Race/Ethnicity (2020)



Source: US Census Bureau, American Community Survey, 2010 and 2020.

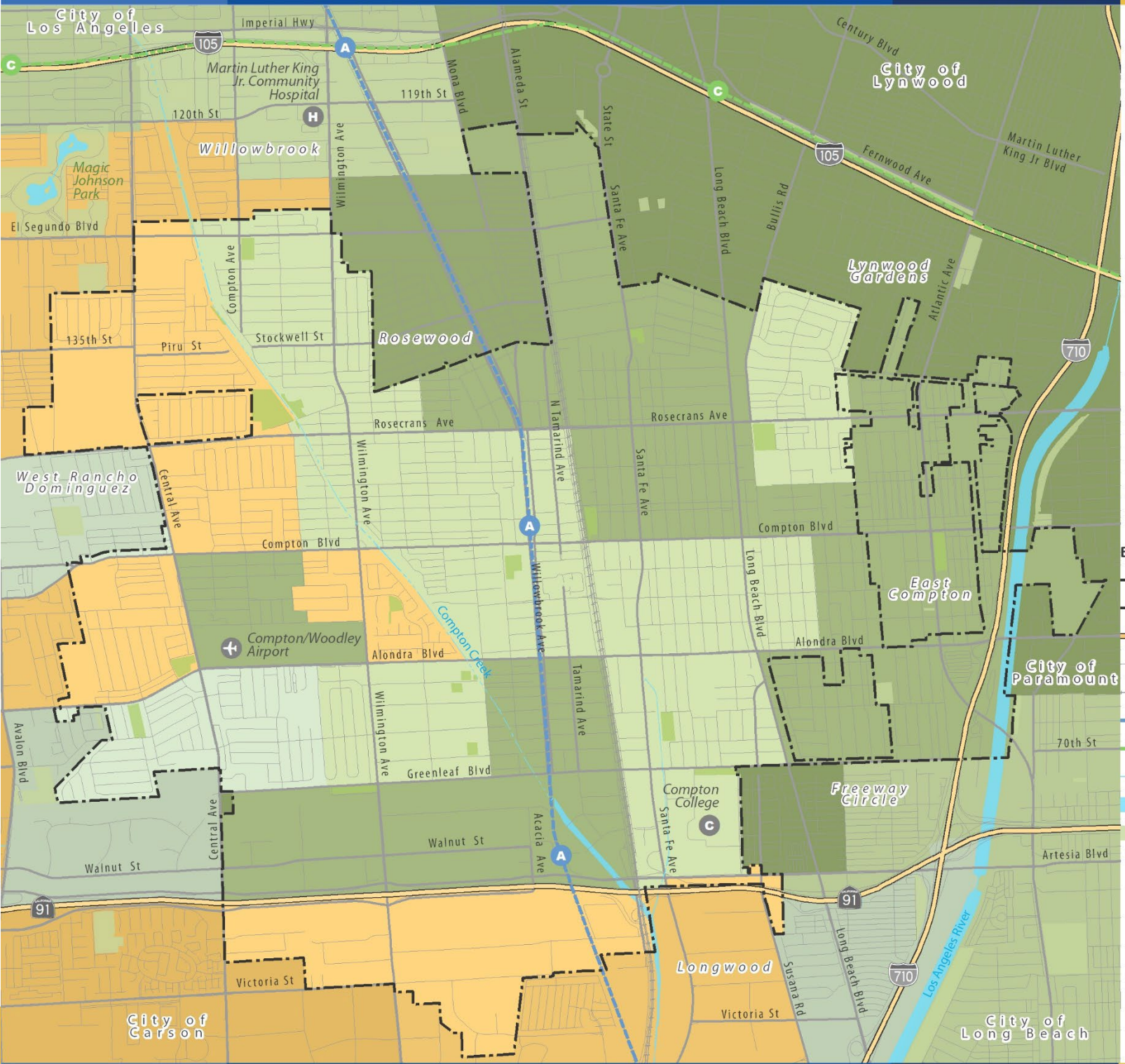


Figure 4-5
Race/Ethnicity Predominance

Predominant Population

African American Majority (Dominance Value)

- 0% - 10% (Slim Gap)
- 10.1% - 50% (Sizeable Gap)
- 50.1% - 100% (Predominant Gap)

Hispanic/Latino Majority (Dominance Value)

- 0% - 10% (Slim Gap)
- 10.1% - 50% (Sizeable Gap)
- 50.1% - 100% (Predominant Gap)

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: U.S. Census Bureau's SF1 and TIGER data, 2020.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Educational Attainment

Education plays a crucial role in Compton's community profile. The City has faced educational challenges, but ongoing efforts are in place to improve access to quality education and enhance educational outcomes. Compton is home to several schools, including public, private, and charter institutions. Additionally, community organizations and initiatives focus on providing educational support, mentorship programs, and resources to empower the youth.

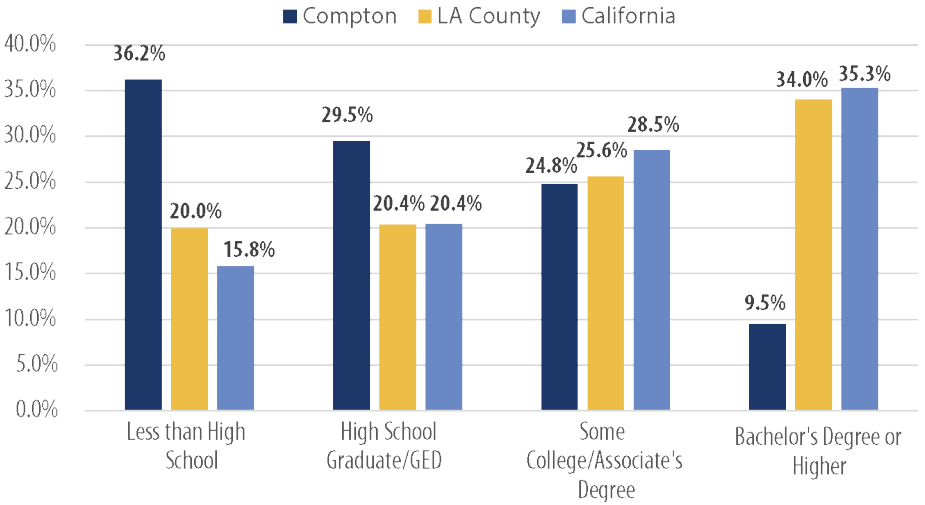
In Compton, 29.5 percent of the population has at least a high school diploma (or equivalent), which is higher compared to Los Angeles County (20.4 percent) and California (20.4 percent) as a whole (see Figure 4-6). However, when it comes to the attainment of a bachelor's degree or higher, Compton residents have a significantly lower rate of attainment (9.5 percent) compared to Los Angeles County (34.0 percent) and California (35.3 percent).

These statistics may appear lower than national averages, but it is important to consider that Compton has faced significant social and economic challenges over the years, including poverty, crime, and racial discrimination, which can impact educational opportunities and outcomes.

To address these challenges and promote educational equity, Compton has implemented several initiatives and programs to support students and improve academic outcomes. For example, the Compton Unified School District has established partnerships with local businesses and organizations to provide students with internships, job shadowing, and other career readiness opportunities. The district has also introduced a range of academic and social support programs, including tutoring, mentoring, and counseling services, to help students succeed in school and beyond.

Additionally, Compton College, a community college located in the city, provides affordable higher education options for Compton residents. It offers a variety of certificate and degree programs in fields such as business, health sciences, and technology, and enrolls approximately 9,000 students.

Figure 4-6: Educational Attainment (2021)



Source: US Census Bureau, American Community Survey, 2021.

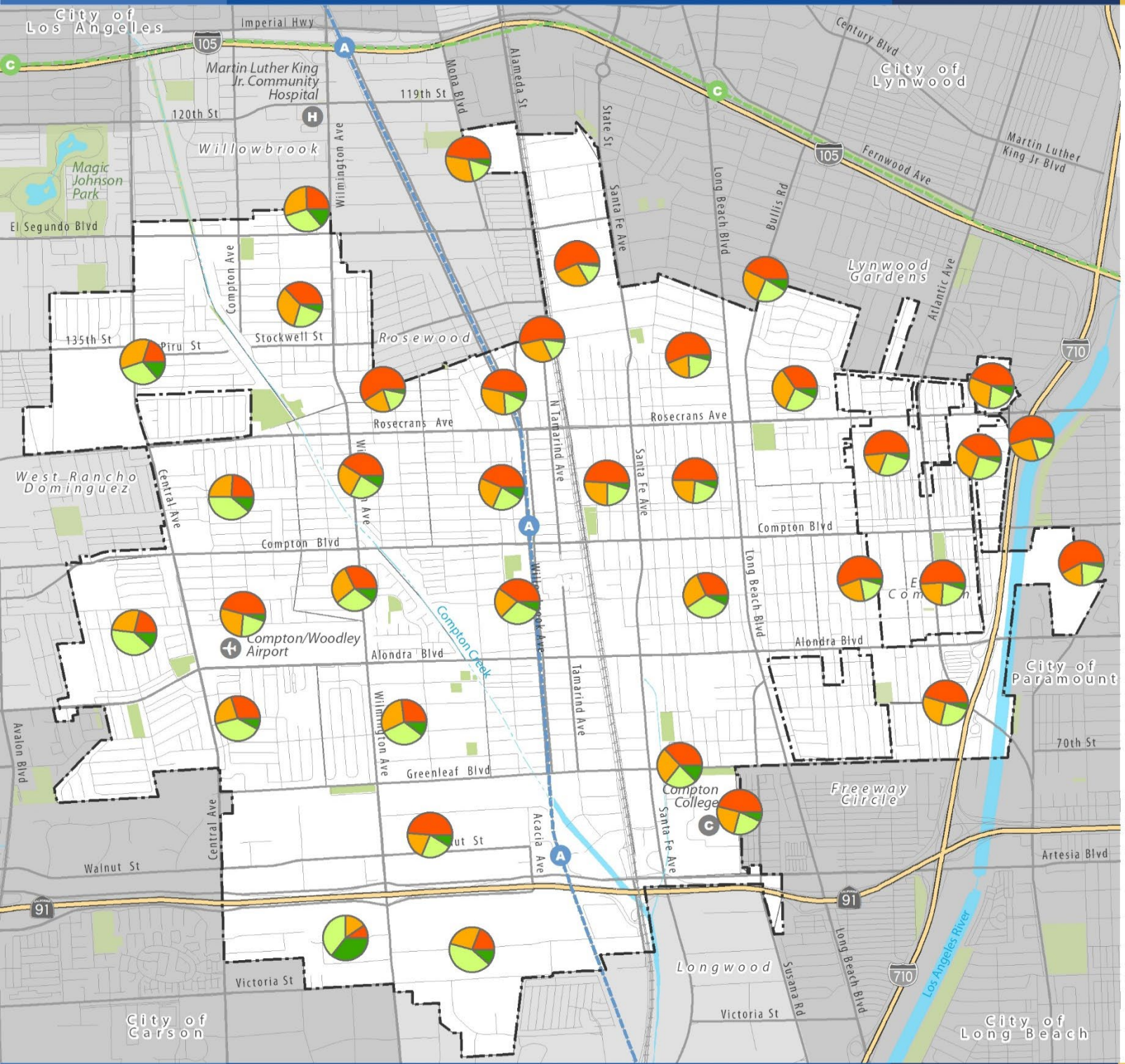


Figure 4-7
Educational Attainment

Educational Attainment

- No/Some High School
- High School Degree/GED
- Some College/Assciate Degrees
- Undergraduate/Graduate Degrees

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: U.S Census, American Community Survey, 2018.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Income

Compton, like many other cities, exhibits a range of income levels among its residents. Income levels in Compton can vary based on factors such as education, occupation, industry, and socioeconomic conditions.

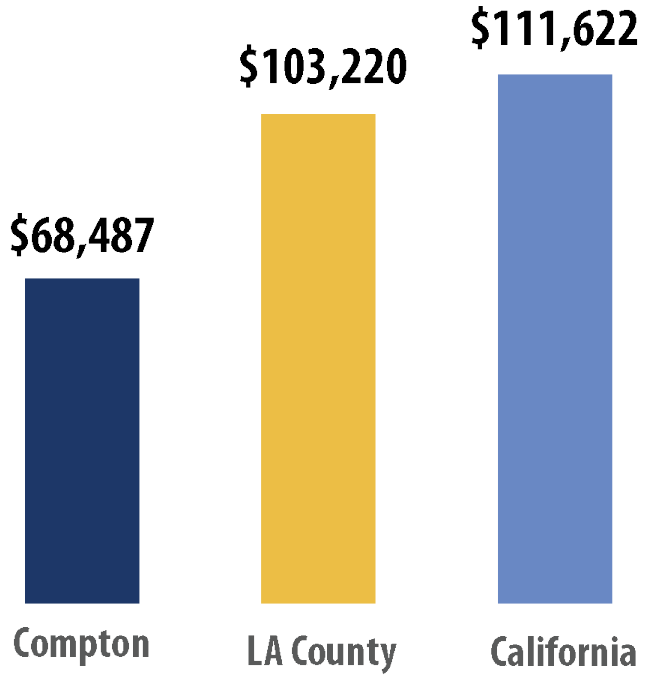
Historically, Compton has faced socioeconomic challenges, including higher poverty rates and limited economic opportunities. These factors have had an impact on the income levels of its residents. According to data from the 2020 American Community Survey conducted by the U.S. Census Bureau, the median household income in Compton was approximately $68,487. This figure is lower than the median household income for Los Angeles County ($103,220) and California ($111,622) (see Figure 4-8).

The income distribution in Compton shows a significant portion of residents falling within lower-income brackets. However, income levels can vary across neighborhoods within the city, with some areas experiencing higher median household incomes. Additionally, individual income levels can vary significantly depending on factors such as education, occupation, and employment opportunities.

Efforts have been made to address economic disparities and promote economic development in Compton. Initiatives aimed at job creation, entrepreneurship, and workforce development have been implemented to enhance income opportunities for residents. Moreover, community organizations and local government agencies often collaborate to provide resources and support to low-income individuals and families.

Understanding the income levels in Compton requires recognizing the broader socioeconomic context and ongoing efforts to improve economic conditions for residents.

Figure 4-8: Median Household Income (2020)



Source: US Census Bureau, American Community Survey, 2020.

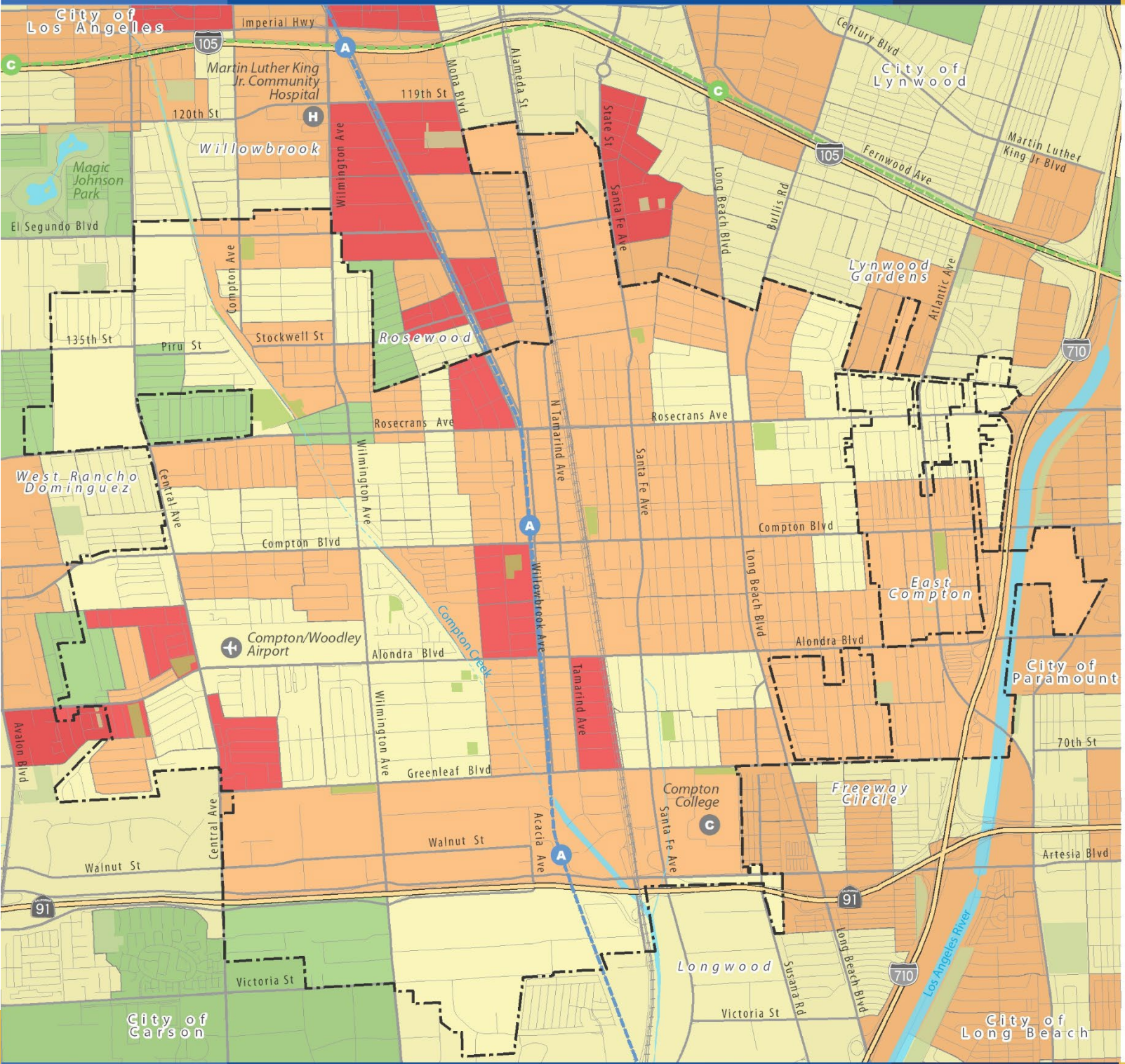


Figure 4-9
2019 Household Medium Income

2019 Median Household Income (Block Group)

- < $30,000
- < $55,000
- < $87,000 (2020 CA Median Income)
- < $125,000
- Greater than $125,000

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: U.S Census Bureau, American Community Survey, 2020.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Arts and Culture

City culture refers to the social, artistic, and intellectual lifestyle that is unique to a city or urban area. It encompasses the way of life, customs, beliefs, values, and behaviors that are shared by the people who live in a particular city or urban environment. City culture is often shaped by the city's history, geography, demographics, and economy, as well as by the interactions between its residents and their environment. This can include the arts, music, literature, cuisine, fashion, sports, and other aspects of cultural expression that are unique to a particular city or urban area.

Cities are often seen as cultural melting pots, where people from different backgrounds and cultures come together and interact, leading to a rich and diverse cultural landscape. This diversity can contribute to the vibrancy and creativity of a city's culture, as well as its sense of community and shared identity.

Community Organizations

Compton is home to several cultural organizations that promote the arts and preserve the city's cultural heritage. Examples include:

- **Compton Art Walk:** This annual event showcases the work of local artists and performers, with live music, dance performances, and art installations throughout the city.
- **Compton Color:** This organization is geared towards working with the youth to build community relationships among people of color while exploring identity, and creating art. Grounded on history, students are introduced to concepts and historical events to engage in dialogue and use art mediums to develop their own narratives through collective engagement.
- **The Compton Initiative:** This nonprofit organization works to improve the physical appearance of the city through community beautification projects, such as mural painting and park cleanups. These projects enhance the visual appeal of the city an promote a sense of community pride and engagement.
- **Compton Cowboys:** This group of Black cowboys and cowgirls has gained national attention for their efforts to promote urban horsemanship and empower young people in the community. They offer riding lessons, mentorship, and community events that highlight the cultural legacy of African American cowboys and cowgirls.
- **The Compton Education Association:** This non-profit organization advocates for the rights of educators and the improvement of public education in Compton. They work to support teachers and provide resources to improve the quality of education for students in the community.
- **The Compton Community College District Foundation**: This non-profit organization supports the students and programs of Compton College by providing scholarships, grants, and other forms of financial assistance.
- **The Compton YouthBuild Program:** This non-profit organization provides job training and education opportunities to low-income youth in the community. The program helps young people obtain the skills and education needed to secure employment and build a brighter future for themselves and their families.

Cultural Landmarks

Cultural Landmarks help to give a city identity and visual character. They can convey the city's history, important figures, and serve as a community and meeting space for residents. They often serve as symbols of a particular area's heritage and identity. Here are some notable landmarks in Compton:

- **Compton City Hall and Civic Center:** Located at 205 South Willowbrook Avenue, Compton City Hall is a historic building that has been a symbol of civic governance since its construction in the 1920s. The Compton Courthouse is also a significant landmark in the city's legal and judicial system.
- **Douglas F. Dollarhide Community Center:** Named after the first African American mayor of Compton, the Douglas F. Dollarhide Community Center serves as a hub for community events, programs, and activities. It is located at 301 North Tamarind Avenue.
- **Richland Farms:** Known as the "Hub of the Horse World," Richland Farms is an agricultural neighborhood in Compton. It is recognized for its rural atmosphere, equestrian lifestyle, and horse-keeping traditions. The area showcases a distinct cultural heritage within the urban landscape.
- **Centennial High School:** Established in 1954, Centennial High School is an educational institution that has played a significant role in the community. The school has a long-standing history and has been a source of pride for many Compton residents.
- **MacArthur Park:** MacArthur Park is a recreational area located in Compton. It offers green spaces, playgrounds, and facilities for various outdoor activities, making it an important gathering spot for residents to relax and enjoy recreational opportunities.
- **Compton Woodley Airport:** Compton Woodley Airport, situated at 901 West Alondra Boulevard, is a general aviation airport that has been a part of the city since the 1920s. It serves as an important transportation hub for private and charter flights.

Another significant component of Compton's cultural landmarks are the murals and sculptures. Throughout the city are numerous large-scale murals that celebrate local heroes and cultural icons and highlight social and political issues affecting the community, the region, and nation. These murals often feature bright colors and bold designs and are a testament to the artistic talent and creativity of the Compton community. The Compton Initiative has been a major driver in painting murals.

Sculptures and monuments are another type of cultural landmark recognized in Compton. The Jessie Robinson Olympic Park Installation was dedicated to Jesse Robinson, a local advocate for amateur sports when the Summer Olympics were held in Los Angeles in 1984.

The Dr. Martin Luther King, Jr. Memorial Plaza has as a focal point the King Memorial, a large sculpture of angled white planes arranged in a circle and converging at the top. It was designed by artist Gerald Gladstone in collaboration with the Civic Center's architect, Harold L. Williams of Kinsey Mead & Williams, to be a tribute to Dr. Martin Luther King Jr.



Mural collaboration by artists Curiot and Nosego



Rapper Kendrick Lamar mural by Mastermind Murals



Skateboard park mural at Wilson Park on a recreation building



Mural on the front façade of the Foot Locker store in Renaissance Plaza



Mural along wall of the NHS Centers for Sustainable Communities in Compton



Mural commissioned by Compton Initiative



Dr. Martin Luther King, Jr. Memorial centrally located at the City of Compton City Hall and Civic Center

Arts Scene

Compton has a growing and vibrant art scene that encompasses various artistic disciplines and forms of expression. While often associated with its rich musical history in genres like hip-hop, Compton also fosters visual arts, performance arts, and community-driven initiatives. Here are some key aspects of Compton's art scene:

- **Visual Arts:** Compton is home to talented visual artists who create works across different mediums, including painting, sculpture, street art, and mixed media. Murals in particular contribute to the artistic landscape and showcase local talent.
- **Community Engagement:** Compton's art scene is closely tied to community engagement and empowerment. Many local artists actively involve community members in their creative processes, hosting workshops, public art projects, and events that encourage participation and reflection.
- **Art Collectives and Galleries:** Compton hosts art collectives and galleries that serve as platforms for emerging and established artists to exhibit their work. These spaces often feature rotating exhibitions, performances, and community events, providing opportunities for artists to showcase their creativity.
- **Cultural Celebrations:** Compton celebrates its artistic heritage through cultural events and festivals. These gatherings showcase diverse art forms, including music, dance, visual arts, and spoken word performances. They promote local talent and foster a sense of community pride.
- **Arts Education:** Compton emphasizes arts education to nurture creativity and talent among its youth. The City collaborates with schools, community organizations, and local artists to offer art programs, workshops, and mentorship opportunities that inspire and empower aspiring artists.
- **Collaboration and Activism:** Compton's art scene often intersects with activism, addressing social issues, and sparking meaningful conversations. Artists collaborate with community organizations and activists to use art as a tool for social change and cultural expression.
- **Music and Performance:** Music is deeply ingrained in Compton's artistic fabric, with a strong emphasis on hip-hop. The City has been a birthplace for influential musicians and rappers, and the music scene continues to thrive, contributing to the overall artistic landscape.

Compton's art scene reflects the city's cultural diversity, resilience, and creative spirit. It serves as a platform for self-expression, community engagement, and social transformation, showcasing the talent and passion of its artists while addressing important social issues.



Artists at Compton Art Walk

Historical Resources

Historical resources reflect a community's cultural heritage, representing the achievements, struggles, and values of past community members. They provide a tangible link to the past and help us understand and appreciate our shared history and culture. One method to document historical resources is through the resource designation. A California Historical Landmark (CHL) is a designation given by the State of California to places and structures that have historical significance. CHLs are buildings, sites, or places that have played an important role in the history of California and are recognized as such by the state. Two CHL occur within the Planning Area.

- **The Heritage House (CHL No. 664).** The Heritage House was built in 1869 and is considered one of the oldest homes in the city. The house was originally constructed by a prominent local businessman named Ozro W. Childs, who was one of Compton's founders. The Victorian-style home features intricate woodwork and ornate details, including a turret, a wrap-around porch, and a gabled roof. The house has been restored to its original condition and is now in a state of extreme neglect.
- **Compton/Woodley Airport.** Originally established in the 1920s as a privately owned airfield, Compton/Woodley Airport played a significant role in the development of aviation in Southern California. One notable aspect of airport's history is its association with the Tuskegee Airmen, a group of African American military pilots who served during World War II. The airport became an important training facility for these aviators, providing flight training for the Tuskegee Airmen Program. The airport is an uncontrolled airport and is the oldest continuously operating airport in Los Angeles County.
- **Compton City Hall and Civic Center.** The Compton Civic Center holds historical significance as a symbol of civic pride in the City. It serves as the administrative hub and central gathering place for local government activities and public events. The plaza's focal point is the King Memorial, described and illustrated above.
- **Eagle Tree.** The Eagle Tree was one Compton's oldest tree (Sycamore tree) marking the natural boundary of Rancho San Pedro dating back to 1858. It contains a historic marker and plaque placed by the Daughters of the Golden West in 1947. However, the tree has recently fallen. A marker identifies the tree's former location.
- **Dominguez Ranch House - Outside of Compton (CHL No. 152).** The Dominguez Ranch House is a historic adobe building located in Rancho Dominguez, an unincorporated area in Los Angeles County, just south of Compton. The ranch house was built in 1826 by Manuel Dominguez, a prominent landowner in the area and one of the wealthiest men in Mexican California. The ranch house played an important role in the history of California, serving as a center of commerce and agriculture during the Mexican and early American periods. It was the site of many historic events, including the signing of the Treaty of Cahuenga, which ended the Mexican-American War in California.

Equity

Equity refers to the idea that all members of a community should have fair and equal access to resources and opportunities, regardless of their race, gender, socioeconomic status, or other factors. It is based on the principles of social justice and fairness and seeks to ensure that no one is left behind or excluded from the benefits of community development and progress.

Poverty Status

A household in poverty is more likely to be exposed to pollution and suffer adverse health effects from that exposure, when compared to high-income households.

Figure 4-10 illustrates patterns of poverty. Areas highlighted in grey have relatively few households in poverty (>10%). Green and blue areas have more households in poverty, while orange and red areas are notably high with households in poverty.

Unemployment

Stable employment allows people to afford the goods and services that are necessary for healthy living. Economic opportunity is one of the most powerful predictors of health and has significant social and community impacts. Communities where not all people have equitable access to good jobs experience income inequality which can lead to poorer health outcomes, higher health care costs, and more strained social cohesion. Figure 4-11 shows the percentage of unemployment in and around Compton in 2022. The majority of the city ranges in unemployment levels between 7.1% to 21%, with some lower areas. As a comparison, the 2022 nationwide unemployment rate was 3.7%, and the statewide unemployment rate was 4.1%, indicating unemployment in Compton to be higher than the nationally and statewide.



Compton College students

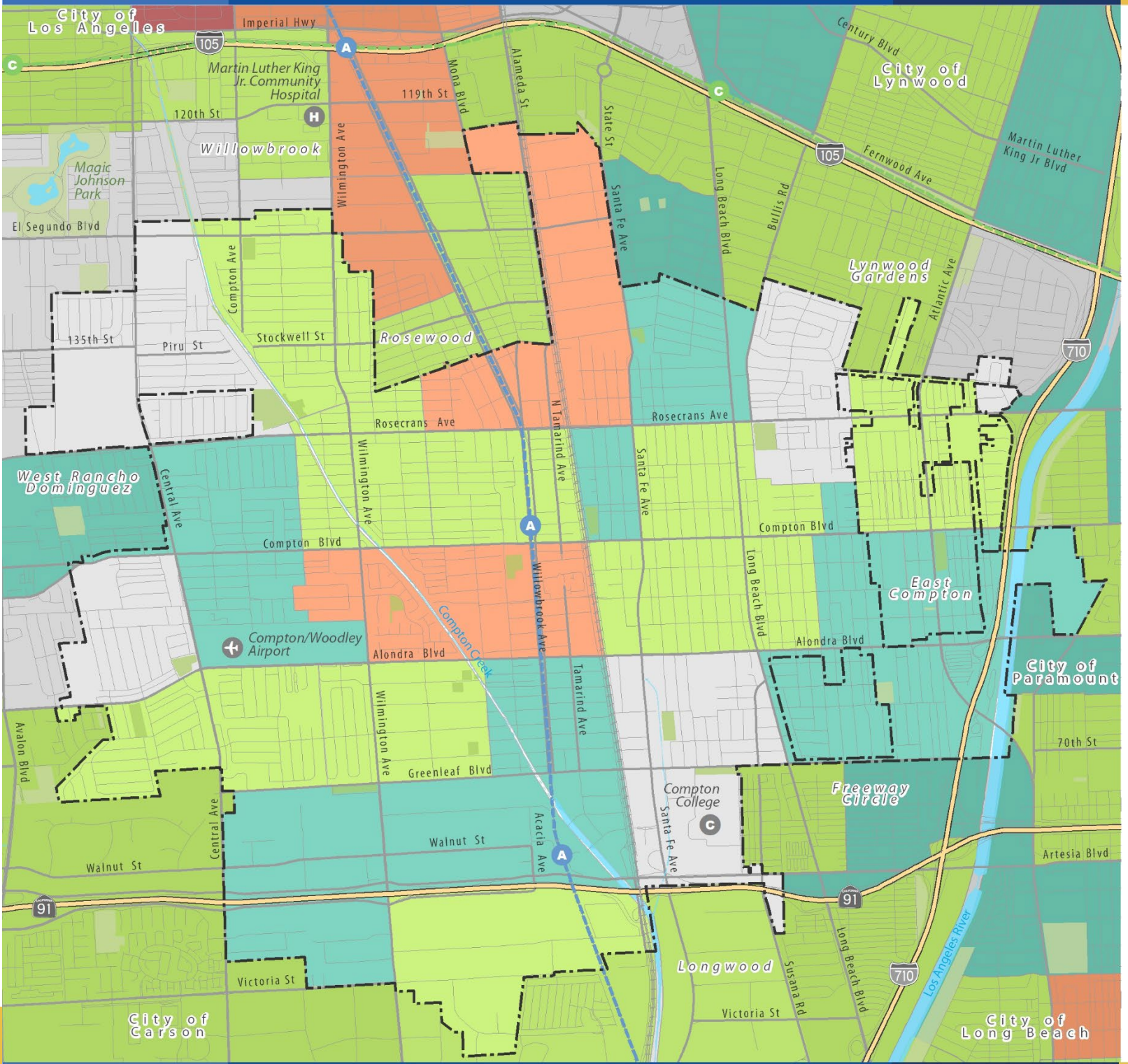


Figure 4-10
Poverty Status

Poverty Status
(Percent of population whose income in the past 12 months is below fedeal poverty line)

- 0% - 10%
- 10.1% - 20%
- 20.1% - 30%
- 30.1% - 40%
- 40.1% - 100%

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: U.S. Census, American Community Survey, 2016-2021.

Map Date: July 2022.

0 ¼ ½ ¾ 1 Mile

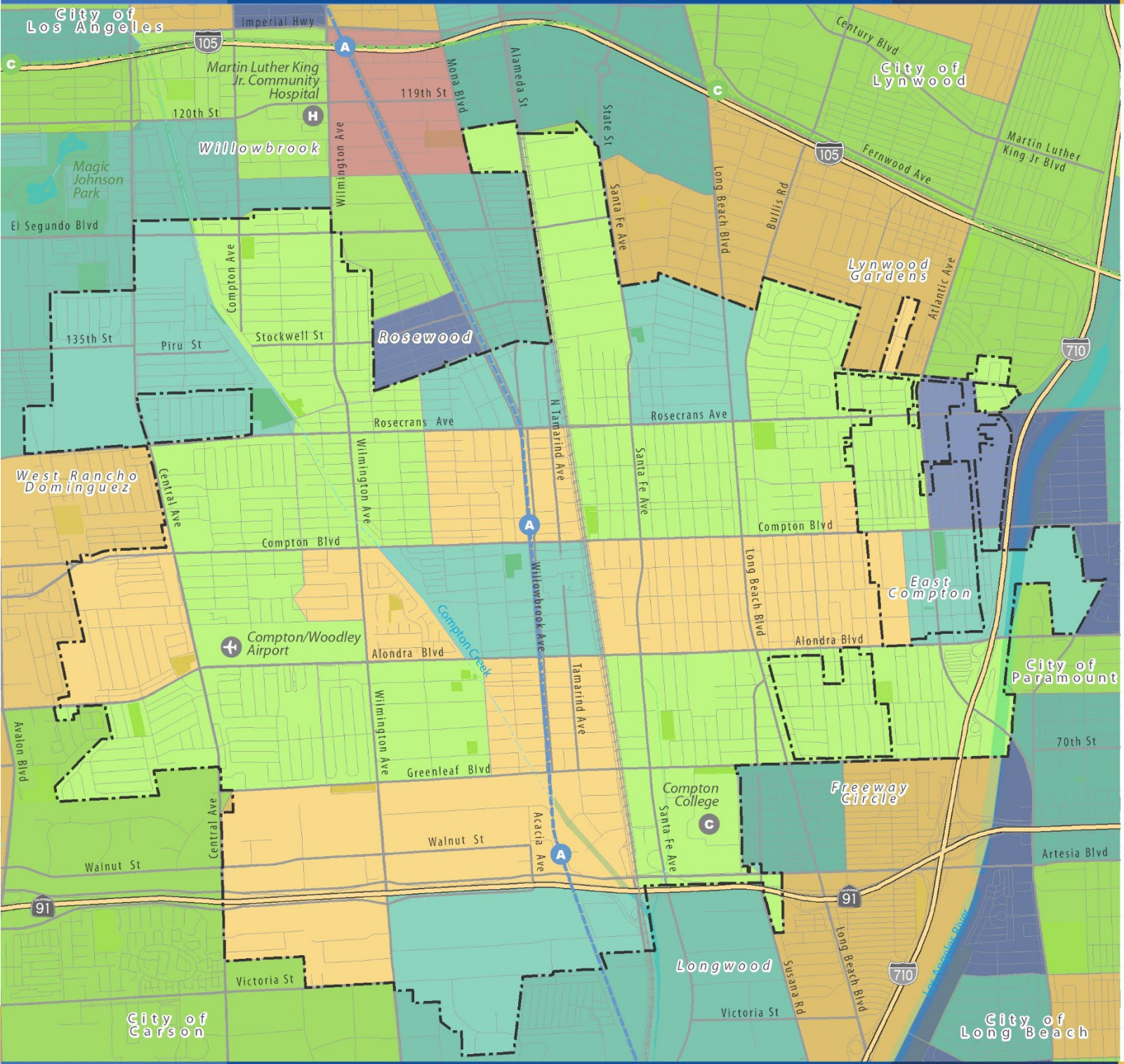


Figure 4-11
Unemployment

Population Unemployment Rate

- 0% - 4%
- 4.1% - 7%
- 7..1% - 11%
- 11.1% - 21%
- 21.1% - 44%

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: City of Compton, 2022.
American Community Survey, 2020, 5-Year Estimate.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Homeownership

Homeownership is a major contributing factor to personal and familial wealth building, as well as a protection against rising rents and risk of displacement. Homeownership also promotes social ties and neighborhood stability through long-term residency.

Housing costs are the main expenditure for most households. Rising costs, housing instability, and unsafe housing conditions are associated with increased stress and depression, communicable diseases, and decreased children's wellbeing and educational outcomes.

Levels of homeownership vary within Compton depending upon the neighborhood. Areas with a lower percentage of owner occupants (0-20% and 20-40% ownership rates) are concentrated in the city core. These areas have more renters, who tend to be more vulnerable to displacement and have slower rates of generational wealth building.

Displacement Risk

The California Estimated Displacement Risk Model was developed by the Urban Displacement Project of the University of California Berkeley and the University of Toronto. The model tracks the risk of renter displacement because of expected gentrification patterns.

The Urban Displacement Project defines gentrification as "a process of neighborhood change that includes economic change in a historically disinvested neighborhood —by means of real estate investment and new higher-income residents moving in – as well as demographic change – not only in terms of income level, but also in terms of changes in the education level or racial make-up of residents."

While gentrification can bring positive changes such as new investment, it can also result in long-term residents being displaced and therefore not benefitting from new investments in housing, healthy food access, or transit infrastructure. Another impact of displacement to consider is cultural displacement. Even for long-time residents who can afford to stay in newly gentrified areas, changes in the make-up and character of a neighborhood can lead to a reduced sense of belonging or feeling out of place in one's own home.

Notable portions of Compton have low-income renting communities who are more susceptible to displacement (see Figure 4-12). As the City pursues needed investment and development, it should also consider the effects on these communities to mitigate large-scale displacement.



Single-family homes in Compton

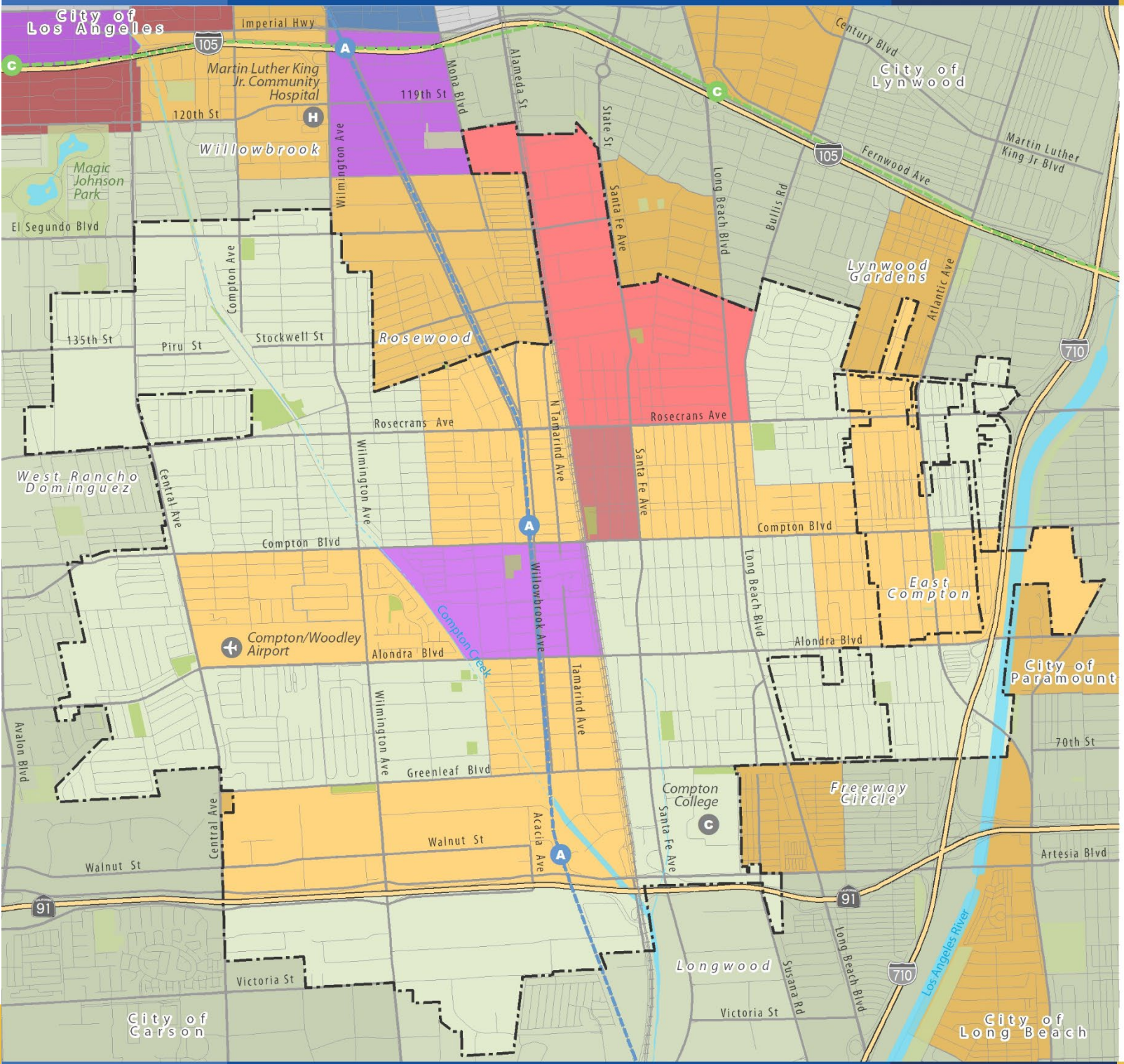


Figure 4-12
Displacement Risk

Displacement Categories

- Elevated Displacement for Very Low-Income and Low-Income Households
- Elevated Displacement for Low-Income and High Displacement for Very Low-Income Households
- Elevated Displacement for Very Low Income Households
- Elevated Displacement for Low-Income Households
- High Displacement for Very Low-Income and Low-Income Households
- At Risk of Displacement
- Lower Displacement Risk
- Low Data

Base Map Features

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- Parks/Open Space

Data Source: Urban Displacement Project. Chapple, K., & Thomas, T., and Zuk, M.; 2022.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Historical Redlining

"Redlining" describes the historic practice of mortgage loan risk ratings conducted by the Homeowners' Loan Corporation (HOLC), established in the New Deal Era (1930s). Neighborhood ratings were given by local real estate developers and appraisers in over 200 U.S. cities. Ratings were not only based on construction potential like soil quality, slope degree, environmental conditions, transit access, and proximity to business districts, but were heavily influenced by racist and classist characterizations of populations.

- **A (Best):** Always upper or upper-middle class white neighborhoods that HOLC defined as posing minimal risk for banks and other mortgage lenders, as they were "ethnically homogeneous" and had room to be further developed.
- **B (Still Desirable):** Generally, nearly, or completely white, U.S.-born neighborhoods that HOLC defined as "still desirable" and sound investments for mortgage lenders.
- **C (Declining):** Areas where the residents were often working-class and/or first or second-generation immigrants from Europe. These areas often lacked utilities and were characterized by older building stock.
- **D (Hazardous):** Areas here often received this grade because they were "infiltrated" with "undesirable populations" such as Jewish, Asian, Mexican, and Black families. These areas were more likely to be close to industrial areas and to have older housing.

Being in a historically redlined community can have a range of significant impacts on individuals, families and the community as a whole. Redlining refers to a discriminatory practice from the past where certain neighborhoods, primarily inhabited by minority groups, were marked as high-risk areas for lending and investment. This practice perpetuated racial segregation and economic disparities, and its impacts can still be felt today. Today redlining is seen as one of the most consequential historic financial practices that contributed to racial wealth gap.

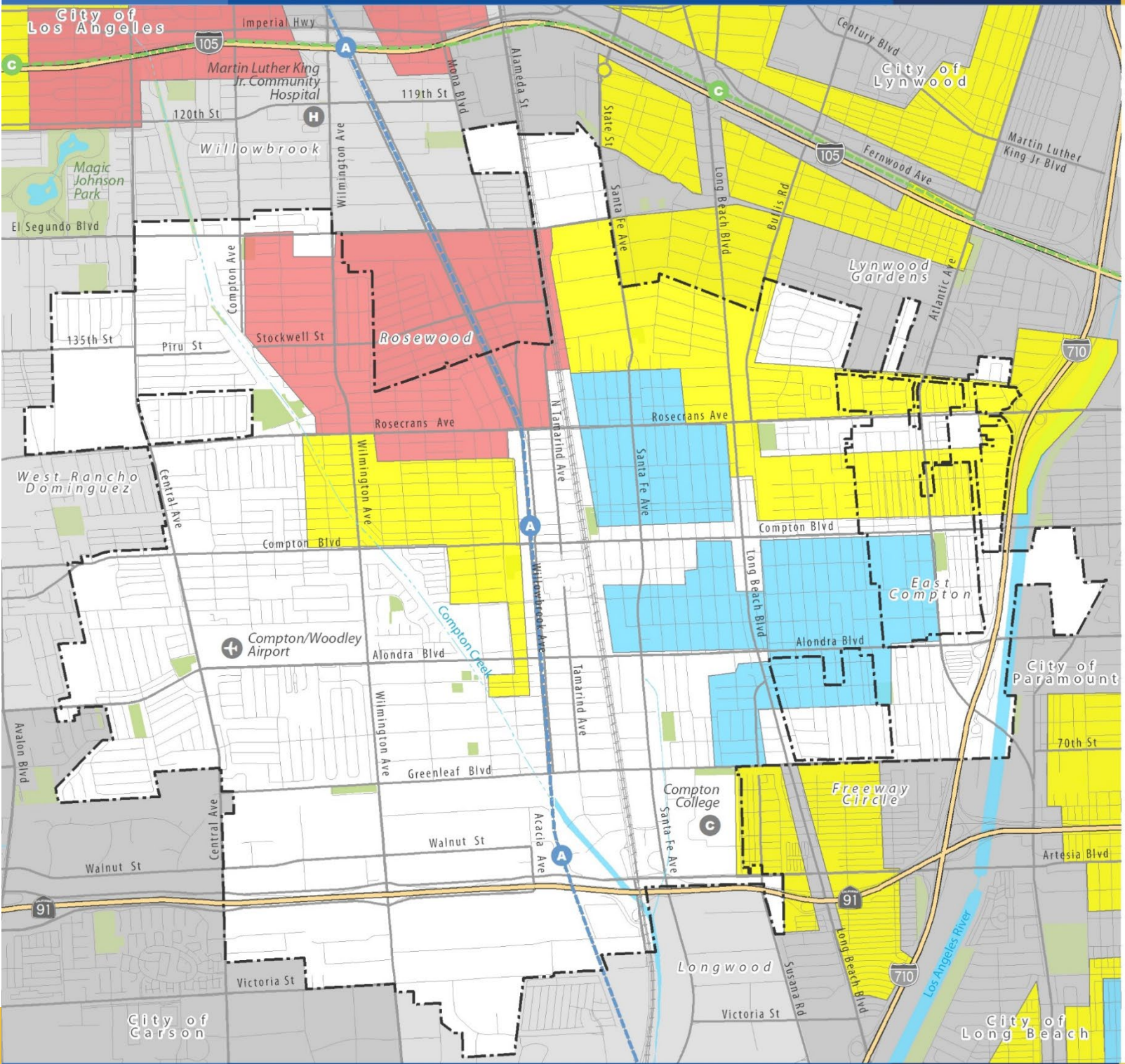
Compton and the immediate surrounding area were affected by historical redlining, namely by neighborhood designations of B, C, and D grades. Area D65 (Grade D in red), presently covering the Rosewood area, was stated to be an "old, blighted laborers district with serious subversive racial influences and threats," with potential to develop into a "slum district." Just south was area C158 (Grade C in yellow), which gains merit for having Compton Junior College but has risk from industrial sections and foreign families (namely Mexicans). See Figure 4-13 for a map showing historically red-lined areas.

Access to Public Facilities

Convenient access to public facilities is a key component of developing inclusive cities. Public facilities, such as libraries and community centers, offer spaces for people to gather and share cultural, educational, and social experiences. They provide safe and supportive environments, including comfort features such as Wi-Fi, air-conditioning, restrooms, water fountains, age-inclusive designs, and other amenities intended to welcome all members of the public.

Figure 4-13

Historical Redlining



Home Owners Load Corporation (HOLC) Grades

- A: "Newer, Most Desired"
- B: "Older, Still Desirable"
- C: "In Decline"
- D: "Hazardous"

Base Map Features

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Data Source: Robert K. Nelson and Edward L. Ayers, accessed July 3, 2023.

Map Date: Environmental Protection Agency, 2021.

0 ¼ ½ ¾ 1 Mile

Public facilities require substantial public investment, thus often resulting in higher-income neighborhoods having more access to such facilities. Without public facilities like libraries and community centers, there are fewer spaces to operate educational and recreational programs, fewer opportunities to engage youth and older adults, and fewer positive anchors within neighborhoods.

Compton has three community centers and one public library, with a handful of others nearby in adjacent communities. When reviewing community access (within a 20-minute walk) to libraries and communities centers, the overall study area can be seen to have insufficient access. Many neighborhoods are more distant than a 20-minute walk, which impacts residents' ability to benefit from these facilities.

Digital Divide

The "digital divide" refers to the gap between individuals, households, communities, or even entire countries in terms of access to and usage of information and communication technologies, particularly the internet. This divide exists due to various factors, including socioeconomic status, geographic location, age, education level, and other sociodemographic variables. People on one side of the digital divide have easy access to digital technologies and the internet, allowing them to benefit from the information, services, and opportunities they offer, while those on the other side lack such access and are thereby excluded from these benefits. The digital divide can result in disparities in education, employment, healthcare, civic participation, and overall quality of life. Efforts to bridge the digital divide aim to provide equal access and opportunities for all individuals to participate in the digital age.

The internet is a fundamental part of life and increasingly so since the 2020-2022 COVID-19 pandemic. In addition to the financial considerations cited above, the pandemic revealed that the digital divide is influenced by the number of broadband providers who serve the area, available infrastructure, and download/upload speeds. Figure 4-14 identifies broadband providers advertised internet download speeds in megabytes per second (mbps). Most areas of Compton experience fast download speeds at 1,000 mbps. However, in a few areas internet speeds are less than 25 mbps.

Financial Institutions

The ability to access financial services, like banking and loans, influences economic stability and growth. While banks and credit unions across the country have been decreasing their physical locations and instead relying on cheaper ATMs and online banking, this phenomenon is more prevalent within low-income communities.

Areas without convenient access to financial services are at a higher risk of having unbanked households and/or turning to alternative financial services such as check cashiers and payday loans. In some cases, these alternatives provide a gap service that traditional institutions do not. However, they can also be predatory and typically do not offer opportunities for individuals to develop credit or build financial stability.

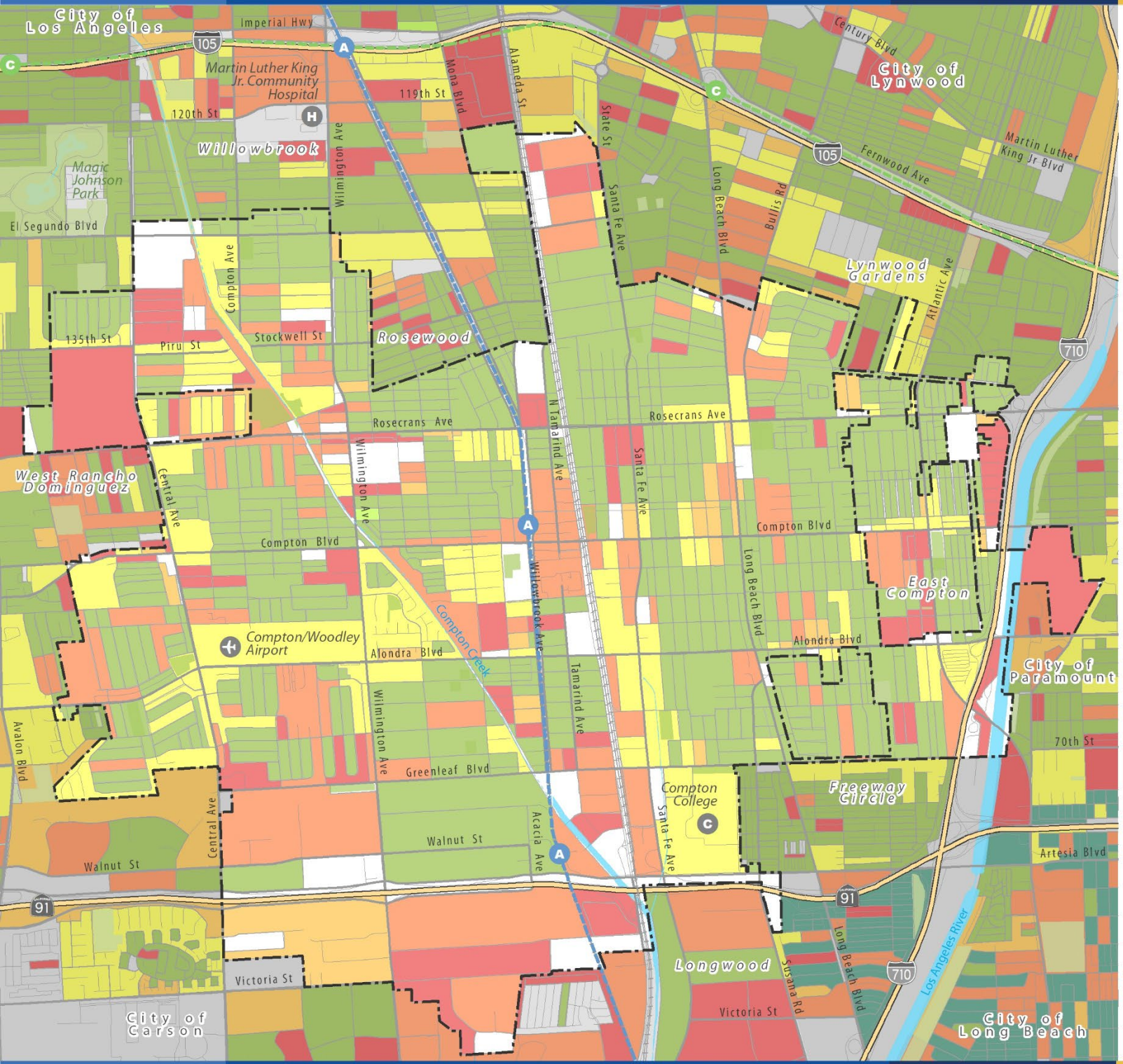

Figure 4-14
Broadband Speeds

Maximum Advertised Download Speeds

Megabytes per second (Mbps)

- 0 - 10
- 11 - 25
- 26 - 75
- 76 - 100
- 101 - 150
- 151 - 1,000
- 1,001 - 2,000

Base Map Features

- City Boundary
- Sphere of Influence Boundary
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- Parks/Open Space

Data Source: California Public Utilities Commission Annual Collected Broadband Data, 2021.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Equity Considerations

- Across large swathes of the city, 10.1% to 30% of households experience poverty. Along Alameda Street, the range is 30.1% to 40%.
- Compton's unemployment rate is higher than both the state and national rate.
- Homeownership in Compton is more prevalent along the edges of the city, especially to the west and south.
- Compton has very low rates of homeownership (and thus higher rates of home rentals) in the central city along northern Alameda Street.
- A significant portion of the city has low-income households, which are more susceptible to displacement through urban development.
- Despite high vulnerabilities to displacement and gentrification, the city largely has not experienced gentrification.
- Certain Compton neighborhoods were historically demarcated as "hazardous" zones not suitable mortgage loans during the 1920 to 1960s. Other areas were flagged as "in decline" or "older, still desirable". No areas were marked as "newer, most desired."
- Portions of the city do not have convenient access (within a 20-minute walk) to a community center or public library.
- Only a limited number of banks have a physical presence: including two Bank of America branches, two Wells Fargo, two Bank of the West, and one Chase. There are also two federal credit unions.

Environmental Justice

Environmental justice is the belief in, and action toward, the fair treatment of people of all races, cultures, and income with respect to environmental laws, regulations, and policies. Environmental justice acknowledges current and historical injustices and the subsequent disproportionate impacts on certain communities regarding environmental pollution and protections. Environmental justice continues to provide a specific lens for the advancement of equity and human health. While the environmental justice movement traditionally focused on environmental contamination and degradation, the scope has broadened over time to include additional policy topics such as food access, climate change, physical activity, and availability/access to health-supporting services and facilities.

Disadvantaged Communities

The term "Disadvantaged Community" (DAC) is used to describe a geographical area whose levels of pollution exposure and socio-economic vulnerabilities exceed a certain threshold and therefore may elicit additional focus, funding, or mitigation strategy. To streamline the DAC identification process, the California Environmental Protection Agency (CalEPA) developed a screening tool called CalEnviroScreen which aggregates 21 indicators and produces a score based on levels of exposure. The score, typically shown as a percentile, thus determines whether an area is classified as a DAC. Census tract scores that fall within the top 25% (75th percentile or higher) are designated as a DAC.

Compton is almost entirely within the top 25% of CalEnviroScreen data (see Figure 4-15). This means that almost every census tract has a score that is equal to or higher than 75% of all California census tracts, indicating comparatively higher levels of pollution exposure and population vulnerabilities.

Table 4-2: CalEnvironScreen Indicators

CalEnvironScreen 4.0 Indicators	
Exposure Indicators	▪ Ozone concentrations in air ▪ PM 2.5 concentrations in air ▪ Diesel particulate matter emissions ▪ Drinking water contaminants ▪ Risk of lead exposure in children from housing ▪ Use of certain high-hazard, high volatility pesticides ▪ Toxic releases from facilities ▪ Traffic density
Environmental Effect Indicators	▪ Toxic cleanup sites ▪ Groundwater threats from leaking underground storage sites and cleanups ▪ Hazardous waste facilities and generators ▪ Impaired water bodies ▪ Solid waste sites and facilities
Sensitive Population Indicators	▪ Asthma emergency department visits ▪ Cardiovascular disease (emergency department visits for heart attacks) ▪ Low birth-weight infants
Socioeconomic Factor Indicators	▪ Educational attainment ▪ Housing burdened low-income households ▪ Linguistic isolation ▪ Poverty ▪ Unemployment

Source: CalEnviroScreen 4.0 the Office of Environmental Health Hazard Assessment, October 2021.

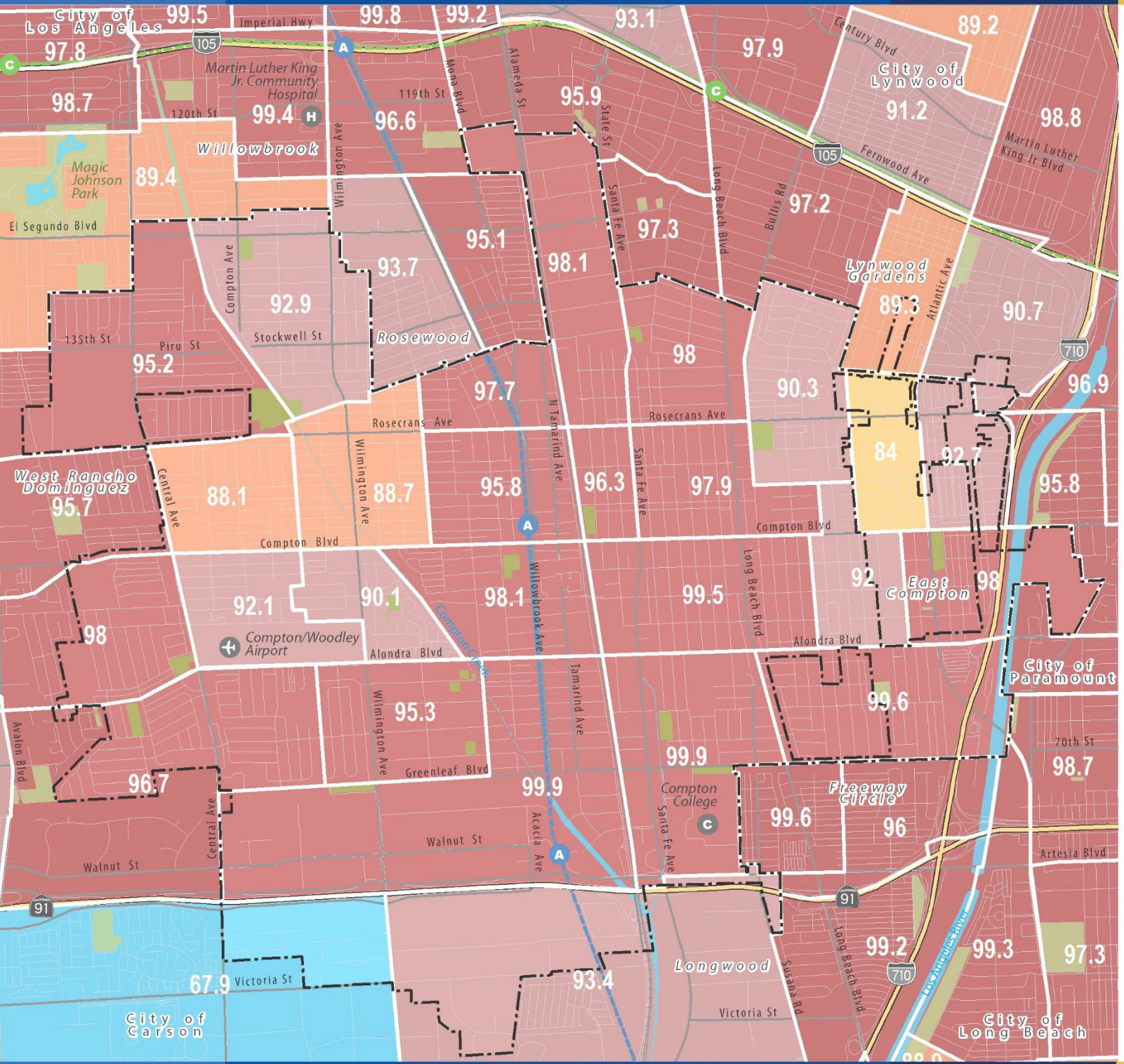

Figure 4-15
CalEnvironScreen 4.0

CalEnvironScreen 4.0 Percentile Scores

- 0.0 - 70.0
- 70.1 - 75.0
- 75.1 - 80.0
- 80.1 - 85.0
- 85.1 - 90.0
- 90.1 - 95.0
- 95.1 - 99.9

Census with score between 75.1 - 100.0 is classified as Disadvantaged Community.

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: CalEnvironScreen 4.0, 2022.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Pollution Burden

CalEnviroScreen also calculates an aggregated score for pollution burden, which includes measurements of ozone, PM2.5, children's lead risk from housing, diesel particulate matter, drinking water contaminants, pesticide use, toxic release from facilities, traffic impacts, cleanup sites, groundwater threats, hazardous waste generators and facilities, impaired water bodies, and solid waste sites.

Of the 23 census tracts within Compton, all are earmarked with scores in the top 25th percentile, indicating significant pollution burdens socioeconomic challenges. Four census tracts are within the top one percentile, indicating significant to severe challenges.

Table 4-3: CalEnvironScreen Indicators

Census Tract	CES Score	Pollution Score	Population Score
5424.02	**99.94**	**99.78**	**95.46**
5432.02	**99.91**	**99.25**	**96.90**
5422.00	**99.57**	**97.83**	**96.52**
5424.01	**99.48**	**96.08**	**98.68**
5425.02	98.13	90.80	98.02
5416.03	98.10	95.44	93.29
5416.04	98.05	93.70	95.32
5430.00	98.02	96.83	90.24
5416.05	97.91	91.21	97.02
5426.01	97.69	92.00	95.86
5431.00	96.75	99.18	76.66
5416.06	96.26	88.94	94.69
5426.02	95.84	90.72	92.01
5432.01	95.26	88.55	92.85
5412.00	95.20	97.08	79.48
5413.00	92.94	80.32	93.68
5421.04	92.73	85.49	89.25
5429.00	92.08	80.90	91.70
5421.05	92.04	71.70	96.61
5420.00	90.34	69.70	95.22
5425.01	90.14	65.04	97.09
5427.00	88.73	73.43	90.78
5428.00	88.15	77.76	86.72

Source: CalEnviroScreen 4.0, 2021.

Contaminated Sites

Contaminated sites pose serious health risks for adjacent populations, with threats of harmful elements infiltrating air, water, and soil.

Superfund sites refer to areas where hazardous waste has been dumped, stored improperly, or otherwise ill-managed. These sites may include manufacturing facilities, processing plants, landfills, and mining sites.

A brownfield is a land area that has a presence or potential presence of a hazardous substance, pollutant, or contaminate. Because of this, the land is harder and more expensive to develop and often requires more complicated procedures to ensure the health and safety of future occupants/users.

The U.S. EPA monitors underground storage tank systems (UST). Until the mid-1980s, most USTs were made of bare steel and thus were likely to corrode over time, allowing content to leak into the surrounding environment. Tanks may store hazardous materials like petroleum or harmful chemicals, which pose major concerns for potential groundwater contamination. In addition to affecting drinking water, a leaking UST poses fire and explosion risk depending on the contents. Figure 4-16 identifies contaminated sites in the city, including surrounding sensitive uses.



Former disposal site along Alondra Boulevard

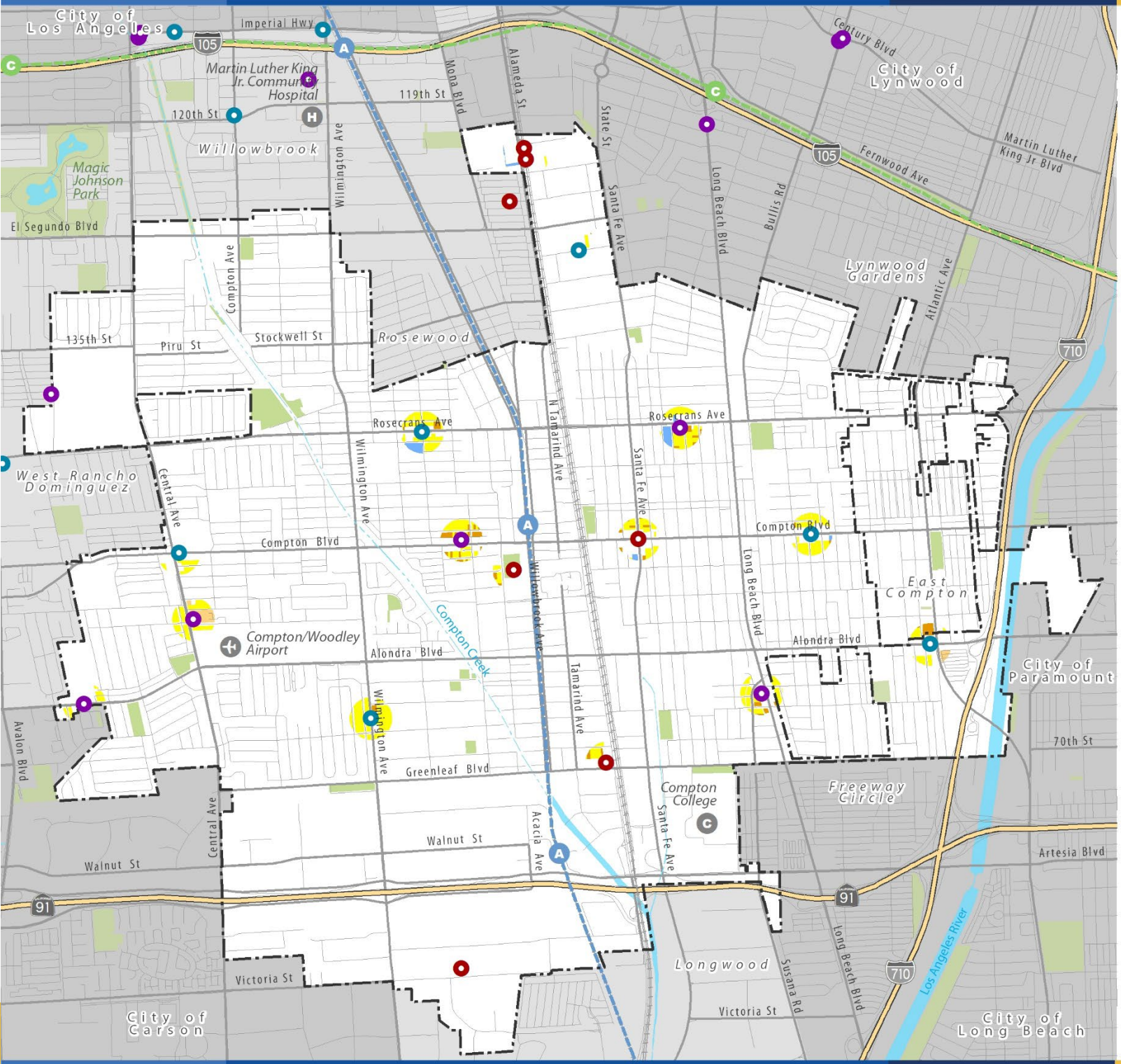

Figure 4-16
Contaminated Sites

Contaiminated Sites

- Superfund Sites (Non-National Priority List)
- Brownsfield Property
- Leaking Underground Tanks

Sensitive Uses within 500 Feet

- Single Unit Residential
- Mobile Home Park
- Multi-Unit Residential
- Schools/Education

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: City of Compton, 2022.
Map Date: Environmental Protection Agency, 2021.

0 ¼ ½ ¾ 1 Mile

Oil Wells

A southern portion of Compton lies within the Dominguez Oil Field. The Dominguez Oil Field is a large oil field underneath Dominguez Hills near the City of Carson and California State University, Dominguez Hills. It was a major oil producer from 1923 through 1960. Oil led to an increase in jobs in the community and a subsequent post-war population surge. An average of 300 barrels per day was produced from each of these wells through the 1960s. After much of the oil was depleted, the land near the Dominguez field was re-developed and became the site of the California State University, Dominguez Hills. Starting in 2010, oil companies became interested in redeveloping the field using modern extraction technologies.

An active well is one which is currently in operation or may be restored to operation, with a capability to produce oil. Canceled represents canceled well permits prior to drilling. Idle represents idle wells, or wells not producing, but capable of being reactivated. Plugged represents plugged and abandoned wells that are permanently sealed. See Figure 4-17 for location of oils wells and their status.

Wells must be precisely located and evaluated by the California Geologic Energy Management Division (CalGEM) before building permits can be issued. Applicants must submit a City-approved site plan for the development to CalGEM for review and approval.

Environmental Health Impacts

In 2018, the Los Angeles County Department of Public Health evaluated the environmental health and environmental impacts conducted for conventional and unconventional oil and gas production sites primarily in Los Angeles County. The following environmental and health impacts were identified in the evaluation.

Air Pollution

The release of chemicals into the air from oil and gas activities can occur from surface operations, wells and pipelines, operation of diesel or gas-powered equipment and vehicles, as well as accidental releases. Primary air pollutants include nitrogen oxides, particulate matter, benzene, toluene, ethylbenzene, xylene, hexane, and polycyclic aromatic hydrocarbons. Over 300 chemicals associated with drilling fluids present public health concerns ranging from respiratory health effects to development of cancer, if not properly monitored and controlled.

Odors

Hydrogen sulfide (H2S) occurs naturally in crude petroleum and natural gas and is also a byproduct of desulfurization processes in oil and gas industries. It is an odor with a "rotten egg" smell that may be associated with some oil fields in the Los Angeles Basin. Hydrogen sulfide has a low odor threshold, defined as the lowest concentration perceivable by human smell, ranging from 0.008 to 0.13 parts per million (ppm).

Detection of odors due to hydrogen sulfide varies considerably in the human population and can lead to symptoms such as headaches and nausea, as well as eye, nose, throat, and respiratory irritation. Odors may also be the first indication of accumulation of gases which may reach hazardous levels in confined spaces if left unchecked.

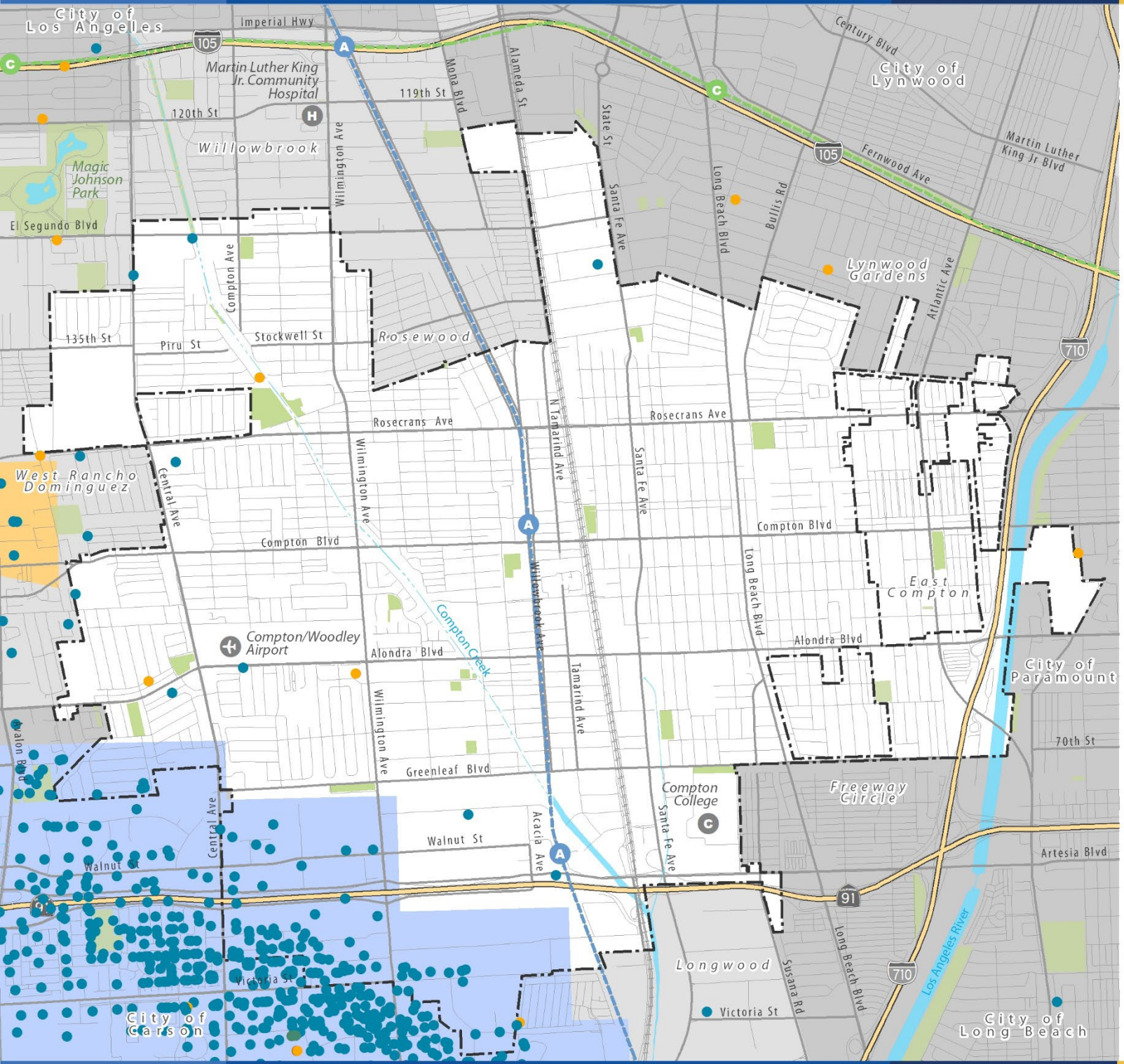

Figure 4-17
Oil Wells

Oil Well Status
- Active
- Idle
- Plugged
- Canceled

Oil Field
- Dominguez
- East Rosecrans

Base Map Features
- City Boundary
- Sphere of Influence Boundary
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- Waterbodies
- Parks/Open Space

Data Source: California Department of Conservation, California Geologic Energy Management Division, 2021.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Noise and Vibration

Several activities associated with oil and gas can increase noise levels. The primary sources of noise construction machinery and drilling operations. Specifically, workover of oil and gas wells and well pump operation could elevate noise levels above exterior noise standards. Additionally, health impacts from noise can result from exposure to pure tones and low frequency noise sources.

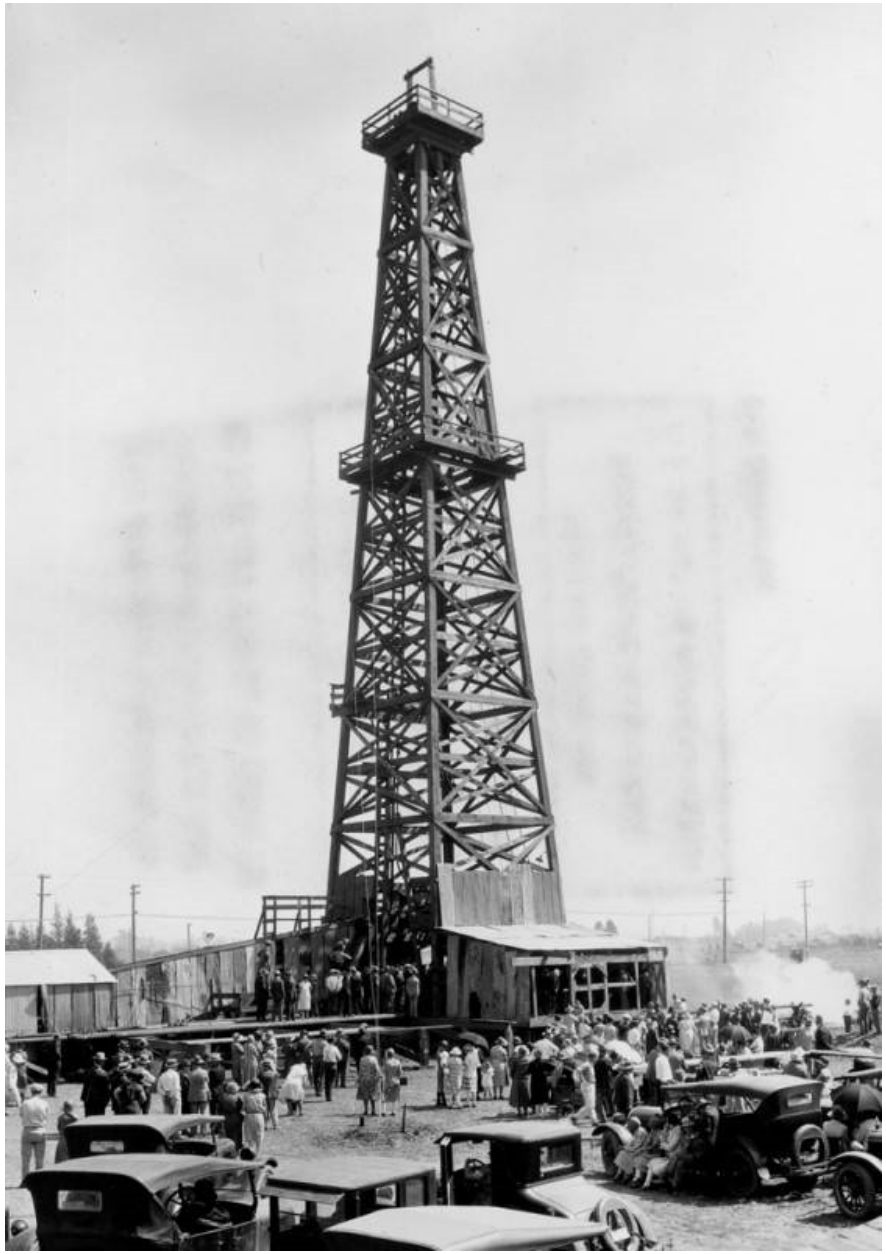
Along with noise, drilling operations may increase vibration for nearby properties. Various equipment used in oil and gas drilling operations have established vibration levels.

Hazardous Materials

Chemicals are routinely used as part of oil and gas operations for a variety of processes, including corrosion control, wellbore cleanouts, repairs, and cementing of well casing. Hazardous chemicals may be added to drilling fluids and drilling muds, and used for enhanced oil recovery (e.g., hydraulic fracturing), as well as routine well maintenance activities (e.g., maintenance acidizing, gravel packing, and well drilling).

Oil and Gas Seepage

Oil and gas seepage has the potential to impact many environmental concerns, including subsidence, seismic activity, releases and explosions, and aquifer contamination. Continued production and leaking oil wells can result in near-surface gas accumulation, which may pose an explosive hazard.



A crowd gathered for an inauguration (spudding in) ceremony at an oil derrick ceremony in Compton in 1926.

Hazardous Waste and Toxic Release

Hazardous waste includes large quantity waste generators, transfer facilities which temporarily store waste, and transporters which move hazardous waste from one site to another. These sites are typically found in industrial areas and along transportation corridors. Waste byproducts might contain harmful chemicals, which could further contaminate air, water, and soil in proximate areas. Studies have found that such facilities are often located near poorer neighborhoods and communities of color.

The South Coast Air Quality Management District (SCAQMD) collects emissions data from stationary sources of pollutants through the Air Toxics Hot Spots program. This identifies facilities having localized impacts, to ascertain health risks, to notify nearby residents of significant risks, and to reduce those significant risks to acceptable levels.

The Air Toxic Hot Spots program quantifies criterial and toxic pollutants. Criteria air pollutants are air pollutants for which acceptable levels of exposure can be determined and for which an ambient air quality standard has been set. Examples include ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, and PM10 and PM2. 5. Toxic air pollutants (TAPs) are those pollutants that are known or suspected to cause cancer or other serious health effects, such as reproductive effects or birth defects, or to cause adverse environmental effects.

Figure 4-18 identifies toxic release inventory polluters and Air Toxics Hot Spots emitters.

Residential Properties in Proximity to Pollution

Living near a source of pollution can have significant detrimental effect through long-term exposure to contaminants in the air, water, and soil.



According to the Air Toxics Hot Spots program annual emissions reporting by the South Coast Air Quality Management District, World Oil Recycling released 30 tons of criteria air pollutants and 1,557 pounds of toxic air pollutant during 2021.

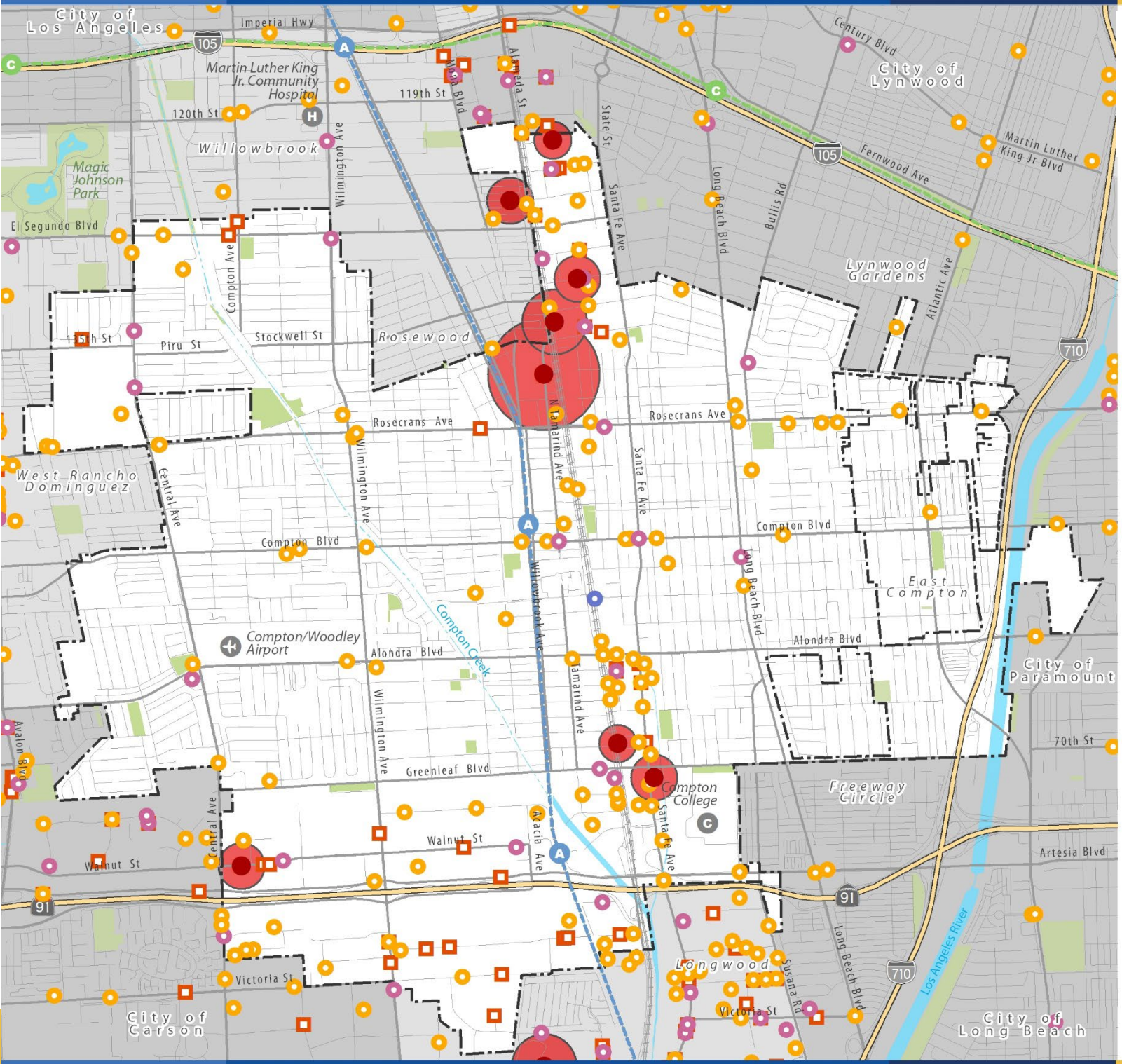


Figure 4-18
Toxic Hazards and Hazardous Waste

Handling Hazardous Waste

- Large Quantity Generator
- Transfer Facility
- Transporter

Toxic Chemical Release

- Toxic Release Inventory (TRI)

Air Toxics 'Hot Spots' Program (Pounds per Year)

- 18 - 50
- 51 - 100
- 101 - 250
- 251 - 2,000
- 2,001 - 3,054

Base Map Features

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Data Source: Environmental Protection Agency, 2019; South Coast AQMD, Air Toxics 'Hot Spots' Program, 2021.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

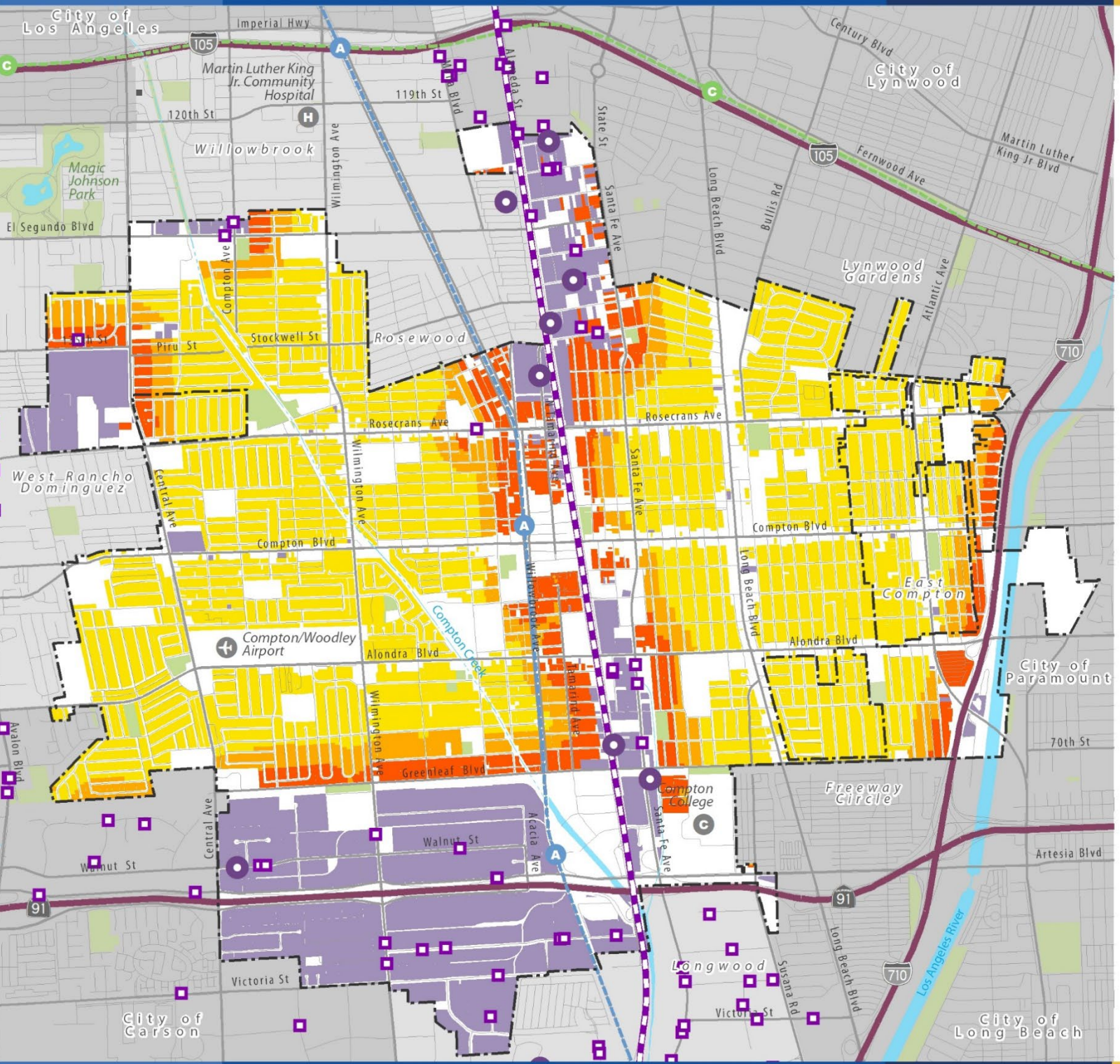
Due to Compton's prevalence of industrial sites near residential areas, the risk of pollution-related health problems is increased in certain zones. As shown in Figure 4-19, residential uses lie within 500 feet and 1,000 feet of a pollution source, including Air Toxics Hot Spot emitters, toxic release inventory polluters, industrial uses, the Alameda Corridor diesel train emissions, and near freeways. The most notable areas of concern run along Alameda Street, I-710, and areas adjacent to industrial sites.

Environmental Justice Considerations

- CalEnviroScreen criteria show that Compton is almost entirely identified as a "Disadvantaged Community." This designation indicates very high levels of pollution burden and population sensitivities across the city.
- A significant portion of Compton exhibits high levels of pollution burden, specifically around the edges of the city.
- Six superfund sites are located in Compton, accompanied by a handful of additional brownfields. The prevalence of such sites will require significant capital investment to rectify the toxicity to levels safe for new development and human use.
- Notable "hot spots" occur along northern Alameda Street, including ones that expel high levels of air pollutants.
- Hazardous waste vehicles travel along major routes throughout the city.
- Residences near Alameda Street and I-710 have a higher risk of pollution exposure.
- Compton has a prevalence of industrial sites near residential areas.

Figure 4-19

Pollution Proximity to Residential Uses



Pollution Sources

- Air Toxics 'Hot Spots' Program
- Toxic Release Inventory (TRI)
- Industrial Uses
- Alameda Corridor
- Freeways

Residential Use Proximity

- Within 500 feet of Pollution Source
- Within 1,000 feet of Pollution Source
- Residential Uses

Base Map Features

- City Boundary
- Sphere of Influence Boundary
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- Metro C Line (Green)
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- Waterbodies
- Parks/Open Space

Data Source: Environmental Protection Agency, 2019; South Coast AQMD, Air Toxics 'Hot Spots' Program, 2021.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Community Health

City planning activities affect public health through long-term plans about where people live, their transit options, where they access services, what opportunities exist for physical activity, and other public good issues involving clean air, water, and the environment.

History, geography, population density, and other factors influence localized health conditions. Neighborhoods close to industrial areas face higher levels of pollution. Neighborhoods without park space lack adequate opportunities for sports and recreation and thus affect residents' physical health.

This section reviews vulnerable communities in Compton. Areas may be identified as Disadvantaged Communities (DACs), Socially Vulnerable, or Food Deserts. This examination of community health focuses on healthy food access, including food assistance resources, and de-emphasis of "harmful" businesses, meaning businesses that tend to promote activities with health-negative outcomes, such as alcohol consumption, smoking, and highly processed food consumption.

Disadvantaged Communities Population Characteristics

While everyone is affected negatively by environmental pollution, certain communities are more at risk due to health and vulnerability factors. Sensitivity considerations include age and health. Socioeconomic factors, such as low income or linguistic isolation, may increase stress or make healthy living difficult, thus compounding negative pollution effects.

CalEnviroScreen aggregates eight health and socioeconomic indicators including asthma, cardiovascular disease, low birth weight infants, educational attainment, housing burden, linguistic isolation, poverty, and unemployment.

The Compton study area has population characteristic vulnerability scores almost entirely within the top 25% (75th percentile), indicating areas with "disadvantaged" socioeconomic populations. In Compton's core, the scores fall within the 90th to 95th and 95th to 100th percentiles.

Social Vulnerability Index

The Social Vulnerability Index is managed by the Centers for Disease Control and Prevention (CDC), Agency for Toxic Substances and Disease Registry (ATSDR). The index calculates social vulnerability as the potential negative effects on communities caused by external stresses linked to natural or human-caused disasters, or disease outbreaks. The index is informed by 15 data indicators grouped into four themes:

1. Socioeconomic Status
2. Household Composition
3. Race, Ethnicity, and Language
4. Housing and Transportation

Each theme has a series of sub-indicators. If an indicator's value for a particular census tract is in the top 10% (90th percentile) compared to CA state, it is flagged.

Healthy Places Index

The California Healthy Places Index is a project of the Public Health Alliance of Southern California that maps data pertaining to healthy living. Data includes education, job opportunities, clean air and water, and other indicators that are positively associated with life expectancy at birth.

A significant portion Compton is in the bottom percentile for healthy community conditions scoring. Percentiles are compared across the entire state, thus indicating that these areas have poorer health conditions than other parts of California.

Food Access

Healthy food access is a significant determinant of public health. Without healthy eating options, individuals and families have higher risk of diet-related chronic diseases like obesity, diabetes, and certain cancers.

The U.S.D Department of Agriculture (USDA) tracks areas of "food deserts," where residents live far from supermarkets. There may be limited public transportation, and households may not have private vehicles. According to the USDA, a significant portion of Compton is both low-income and beyond one-half mile to a supermarket. A smaller, but still notable, portion of these areas also have low vehicle access, where more than 100 housing units do not have a vehicle and therefore cannot easily drive to a further market location.

Liquor Stores, Dispensaries and Smoke Shops

While not harmful in isolation, businesses such as liquor stores, tobacco/smoke shops, and marijuana dispensaries have gained ill-reputation when clustered together in low-income neighborhoods. Sometimes dubbed the "trifecta effect", the trio of establishments raise questions about the impacts on nearby residents, especially when disproportionally provided within low-income neighborhoods and communities of color. In such areas, these businesses outnumber grocery stores, restaurants, gyms, and other health-positive establishments.

In addition to the trifecta businesses, an overabundance of convenience stores, discount stores, and variety stores further contribute to higher levels of diet-related diseases like obesity. These stores tend to sell highly processed shelf-stable foods, high-sugar-content drinks, cigarettes, and beer.

Figure 4-20 identifies the location of businesses that sell on-site alcohol license (consumed on premise such as bars and restaurants) and off-sale alcoholic license (retail sales for consumption of alcohol off premise including liquor stores, restaurants, and convenience stores). A liquor store is a retail business that predominantly sells prepackaged liquors, wine or beer, usually intended to be consumed off the store's premises. A convenience store is a small retail store that stocks a range of everyday items such as groceries, fruits and vegetables, snacks, soft drinks, tobacco products, and alcohol typically in the form of beer and wine. Small markets are the most common business type that sells off-sale alcohol in the city, see also Table 4-4.

Food Assistance

Food assistance programs are established by Federal, State, and local governments to improve public health by providing funds for households to spend at eligible retailers. Common programs include the Federal Supplemental Nutritional Assistance Program (SNAP), called CalFresh in California, and the Women, Infants, and Children (WIC) Program.

While such programs are immensely helpful for families in need, their effectiveness is highly dependent on the availability of, and access to, eligible retailers.

In the study area, 238 stores accept SNAP/CalFresh dollars. These stores include businesses like Walmart, neighborhood markets and bakeries, liquor marts, and bargain stores like Dollar Tree and 98 Cent stores. Forty-six stores accept WIC dollars. These include chain and local supermarkets and five Mothers Nutritional Centers which caters\ specifically to women and children.

Table 4-4: Business Types with Alcohol License

Business Types with On-Sale / Off-Sale Alcohol License	Alcohol Consumed On or Off Premise	Businesses	
		Number	Percent of Total
Bar	Consumed On Premise	2	2.7%
Restaurant		8	10.7%
Special License		3	4.0%
Convenience Store	Consumed Off Premise (Retail Sales)	5	6.7%
Gas Station		3	4.0%
Grocery Store		7	9.3%
Liquor Store		14	18.7%
Small Market		29	38.7%
Pharmacy Store		4	5.3%
Total		**75**	**100.0%**

Source: Alcoholic Beverage Control, License Lookup, 2023.

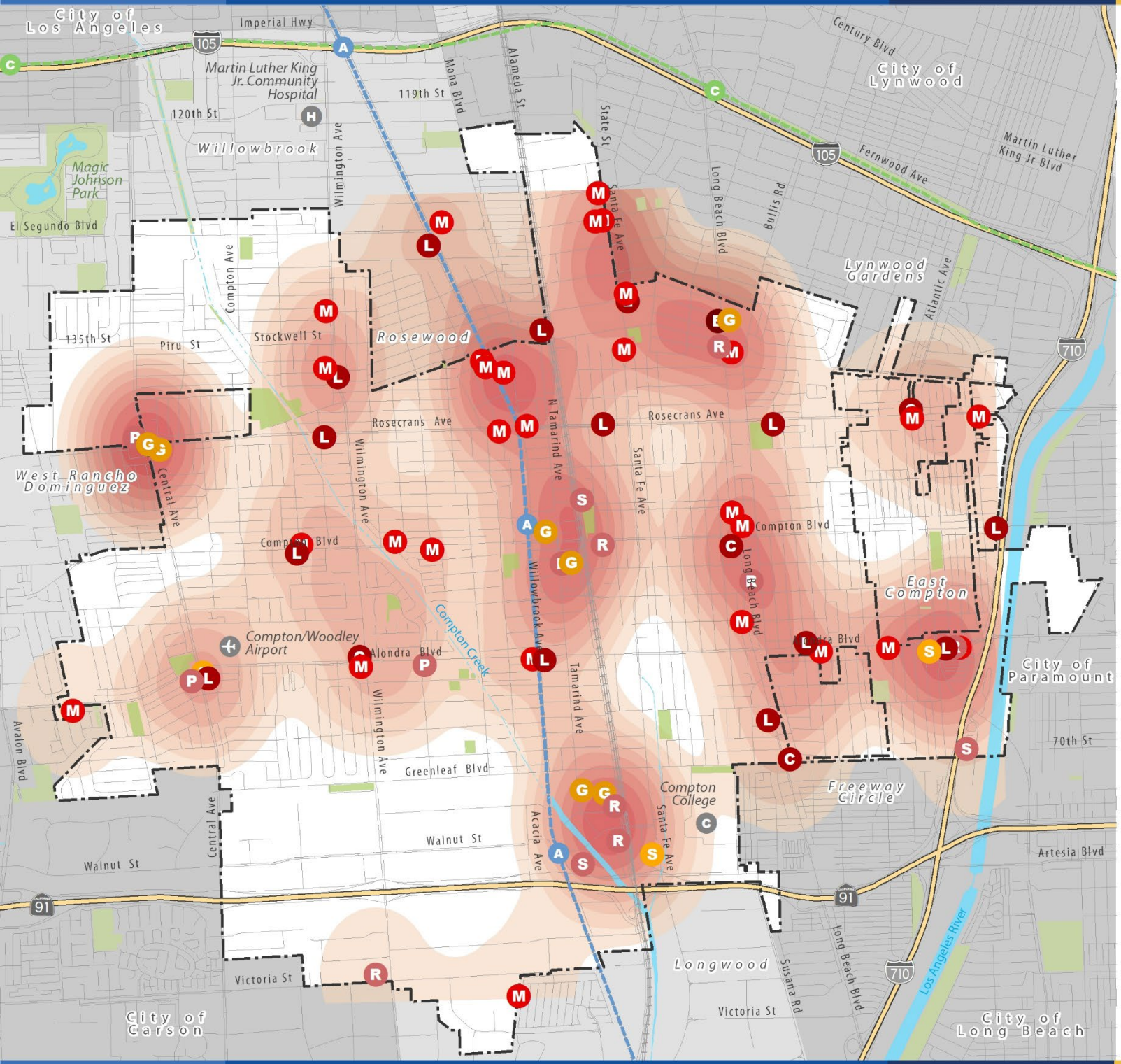


Figure 4-20
Alcohol Sales Licenses

- Bar
- Liquor Store
- Convenience Store
- Small Market
- Grocery Store
- Gas Station
- Pharmacy Store
- Restaurant
- Special License

Liquor Licenses Concentration

Lower Number of Liquor Licenses

Higher Number of Liquor Licenses

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Department of Alcoholic Beverage Control, 2023.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Community Health Considerations

- Compton overall scores high in population vulnerability, which is based on eight health and socioeconomic indicators. Compton's social vulnerability varies, but the areas with the highest risk are located along northern Alameda Street, within East Compton, and in the southwestern portion of the City.
- The majority of Compton falls within the lowest percentiles of healthy places, as compared to the State.
- Compton has a variety of food stores, including large supermarkets such as Food 4 Less, Superior Grocers, Target, Aldi, and others. Overall, the distribution of markets is relatively dispersed, but some neighborhoods lack convenience access or are only served by small food stores that may not have sufficient stock variety for regular shopping.
- Sixty-two alcohol retail outlets to be consumed off premises (e.g., liquor, convenience stores, and etc.) and 33 smoke shops/marijuana dispensaries operate within the Planning Area.
- Compton has many stores that accept SNAP/CalFresh dollars, but few that accept WIC dollars. Most of these stores are located along major roads for convenient access.

Public Safety

Sheriff Stations

The Compton Sheriff's Department is responsible for providing law enforcement services to the City of Compton. It is a division of the Los Angeles County Sheriff's Department.

The Compton Sheriff's Department comprises both sworn and civilian personnel who work together to ensure the safety and security of Compton residents and businesses. The department's main functions include responding to emergency calls, investigating crimes, conducting traffic enforcement, and engaging in community policing efforts.

In recent years, the Compton Sheriff's Department has made efforts to improve community relations and increase police accountability. The department has implemented community policing programs and worked to build trust with residents, which has helped to reduce crime and improve safety in the city. The department has also taken steps to increase transparency and accountability, such as outfitting deputies with body cameras and implementing use-of-force policies that prioritize de-escalation and the use of non-lethal force.

Despite these efforts, however, the Compton Sheriff's Department has faced criticism and controversy in the past. There have been allegations of excessive force, racial profiling, and other forms of misconduct, which have led to calls for greater police accountability and reform.

Figure 4-21 identifies the location of the Compton Sherrif Station and a one- and two-mile distance area from the station shown for reference.

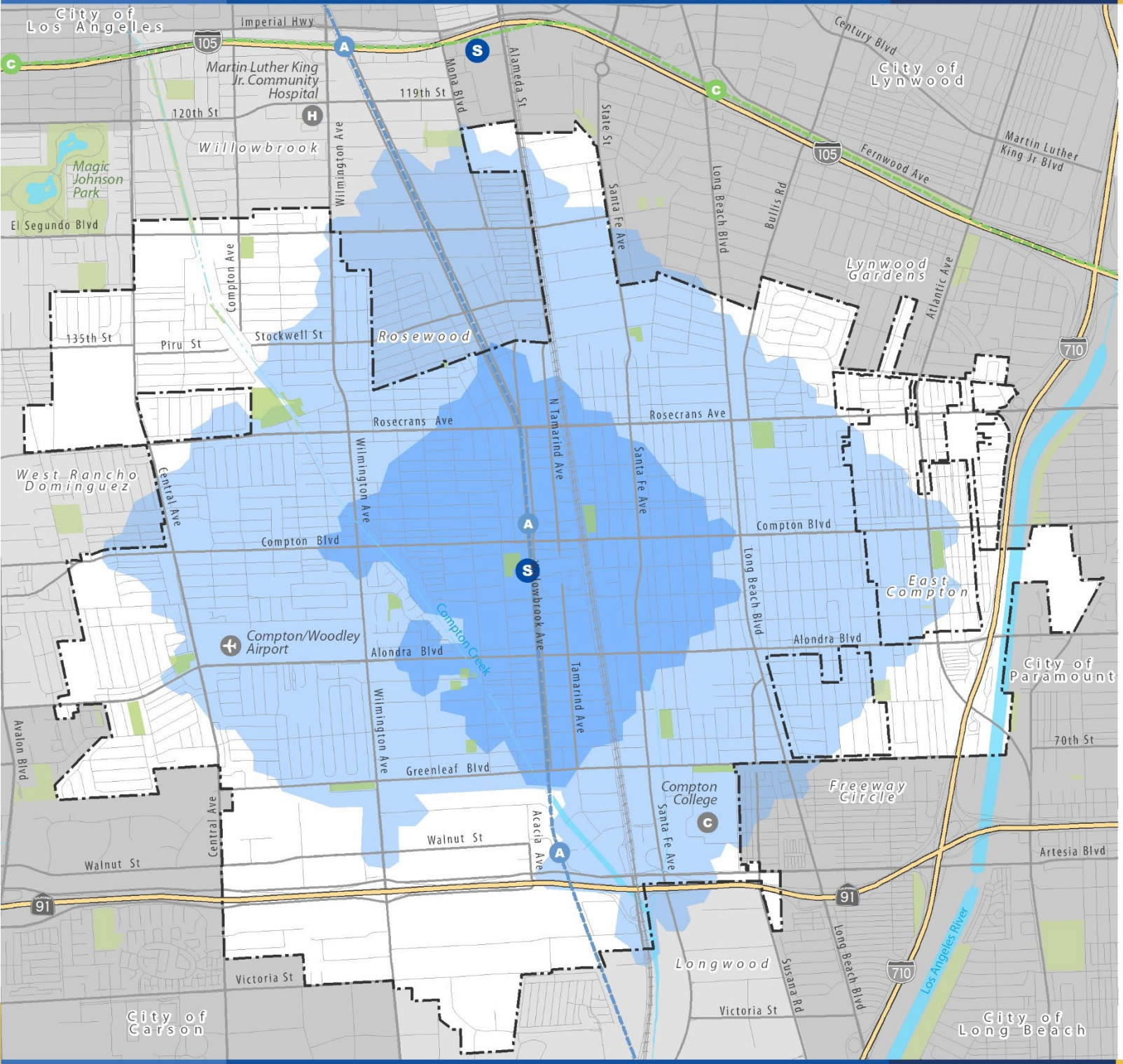


Figure 4-21

Sheriff Station Location and Service Areas

Sheriff Station

- Compton Sheriff Station

Sheriff Station Area Distance

- One-Mile From Station
- Two-Miles From Station

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: City of Compton, 2022.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Crime

Compton has had a historically high crime rate relative to the region. It is essential to approach the topic of crime in Compton with an understanding that crime rates can vary over time and that the city has made efforts to address these issues and improve public safety.

Compton's reputation for crime can be traced back to the late 20th century when the city faced challenges related to gang violence, drug trade, and socioeconomic disparities. Factors such as poverty, limited educational opportunities, and lack of economic development have historically contributed to the perpetuation of crime.

Gang activity has been a prominent issue in Compton's crime landscape. Gangs have historically exerted influence and engage in criminal activities, including drug trafficking, shootings, and other forms of violence. However, gang violence is not unique to Compton and is a complex issue faced by many communities across Southern California.

Law enforcement agencies have dedicated efforts to combat crime in Compton. The Los Angeles County Sheriff's Department has implemented strategies to address public safety concerns, including increased patrols, community policing initiatives, and partnerships with community organizations to foster positive relationships and engage residents in crime prevention efforts.

Reported Crimes

Crime data is typically divided into two categories: Part 1 offenses and Part 2 offenses. Part 1 offenses constitute serious crimes while Part 2 offenses are considered less serious (see Table 4-5).

Table 4-5: Reported Crime Types

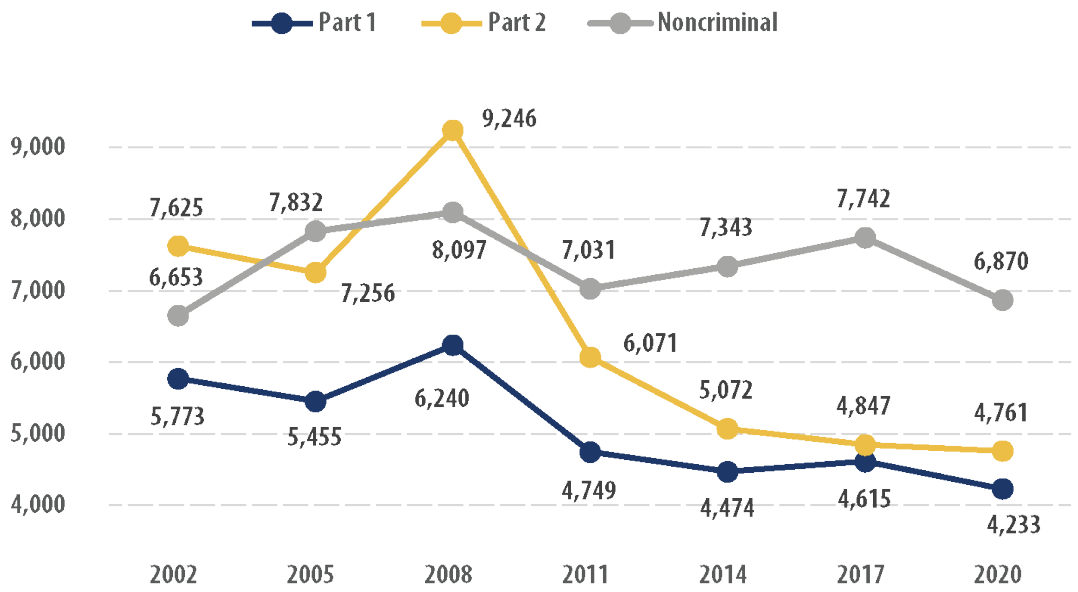
Serious Crime Types (Part 1)	Less Serious Crime Types (Part 2)	
▪ Criminal Homicide ▪ Rape ▪ Robbery ▪ Aggravated Assault ▪ Burglary ▪ Larceny Motor Vehicle Theft ▪ Arson ▪ Human Trafficking	▪ Assaults ▪ Forgery and Counterfeit ▪ Fraud, ▪ Embezzlement ▪ Stolen Property ▪ Vandalism, ▪ Weapons, ▪ Prostitution ▪ Sex Offenses ▪ Violation ▪ Runaways	▪ Drug Abuse Violation ▪ Gambling ▪ Offenses Against Family ▪ Driving Under the Influence ▪ Liquor Violation ▪ Disorderly Conduct ▪ Vagrancy ▪ All Other Offenses, ▪ Curfew and Loitering

Source: Federal Bureau of Investigations, Uniform Crime Report, Offence Definitions, 2011.

Between 2002 and 2020, Compton experienced a decline in crime rates, reflecting a broader trend seen in many cities across the United States. Less serious crimes (Part 2) were at an all-time high in 2008, with 9,246 incidents reported, during the Great Recession that occurred between 2007 to 2009 (see Figure 4-22). Factors contributing to this decline include targeted law enforcement efforts, community outreach programs, increased economic opportunities, and improvements in education and social services.

Compton's past challenges with crime should not perpetuate stereotypes or stigmatize the entire community. While Compton has experienced a troubled past, those conditions reflect only a small segment of the population. Compton faced challenges is a vibrant city with a rich cultural heritage, a strong sense of community, and many positive aspects. It is home to resilient residents, community leaders, and organizations working diligently to create safer neighborhoods and improve the quality of life for all residents.

Figure 4-22 Annual Crime Types (2002-2020)



Source: Los Angeles County Sheriff's Department Statistics and Reports, 2002-2020.

Crime data from 2020 (Table 4-6) reveal that larceny theft (1,407 counts) was the most common Part 1 offense, followed by grand theft auto (1,060 counts), and aggravated assault (955 counts). In total, there were 4,233 counts of Part 1 offenses.

Part 2 offenses reveal the most common offenses. According to Table 4-6, vehicle laws violation (982 counts) was the most common type of crime reported. The second most common offense was vandalism charges (744 counts). Narcotics was the third most common crime (611 counts). In total, 4,761 counts of Part 2 offenses occurred, higher than that of the more serious Part 1 offenses. Noncriminal incidents were the highest reported incidents, with 6,870 cases.

Geographically, Part 1 crimes are generally concentrated around transit centers and commercial businesses. Figure 4-23 depicts the concentration of crimes around the A Line Compton station in central Compton and Artesia Station in southern Compton. In the northeast corner of the city, another concentration of Part 1 crimes can be observed around the Walmart Supercenter. Figure 4-24 displays that Part 2 crimes are primarily concentrated along Long Beach Boulevard, in the eastern part of the city. This is a major thoroughfare along which are located many commercial businesses.

Table 4-6: Reported Types of Crime (2020)

Types of Crime (2020)	Incidents	Percentage
PART I CRIMES	**4,233**	**100.0%**
Criminal Homicide	29	0.7%
Rape	62	1.5%
Robbery	351	8.3%
Aggravated Assault	955	22.6%
Burglary	318	7.5%
Larceny Theft	1,407	33.2%
Grand Theft Auto	1,060	25.0%
Arson	51	1.2%
PART II CRIMES	**4,761**	**100.0%**
Fraud and NSF Checks	206	4.3%
Sex Offense, Misdemeanor	196	4.1%
Non-aggravated Assault	571	12.0%
Weapon	493	10.4%
Narcotic	611	12.8%
Vehicle	982	20.6%
Vandalism	744	15.6%
Felony	131	2.8%
Misdemeanor	513	10.8%
Other	314	6.6%
NONCRIMINAL INCIDENTS	**6,870**	**100.0%**
Person Missing or Found	445	6.5%
Juvenile, Noncriminal	273	4.0%
Miscellaneous, Noncriminal	4,976	72.4%
Mentally Ill	387	5.6%
Accident, Traffic - Vehicle/Boat	623	9.1%
Person Dead	147	2.1%
Other	19	0.3%

Source: Los Angeles County Sheriff's Department Statistics and Reports, 2020.

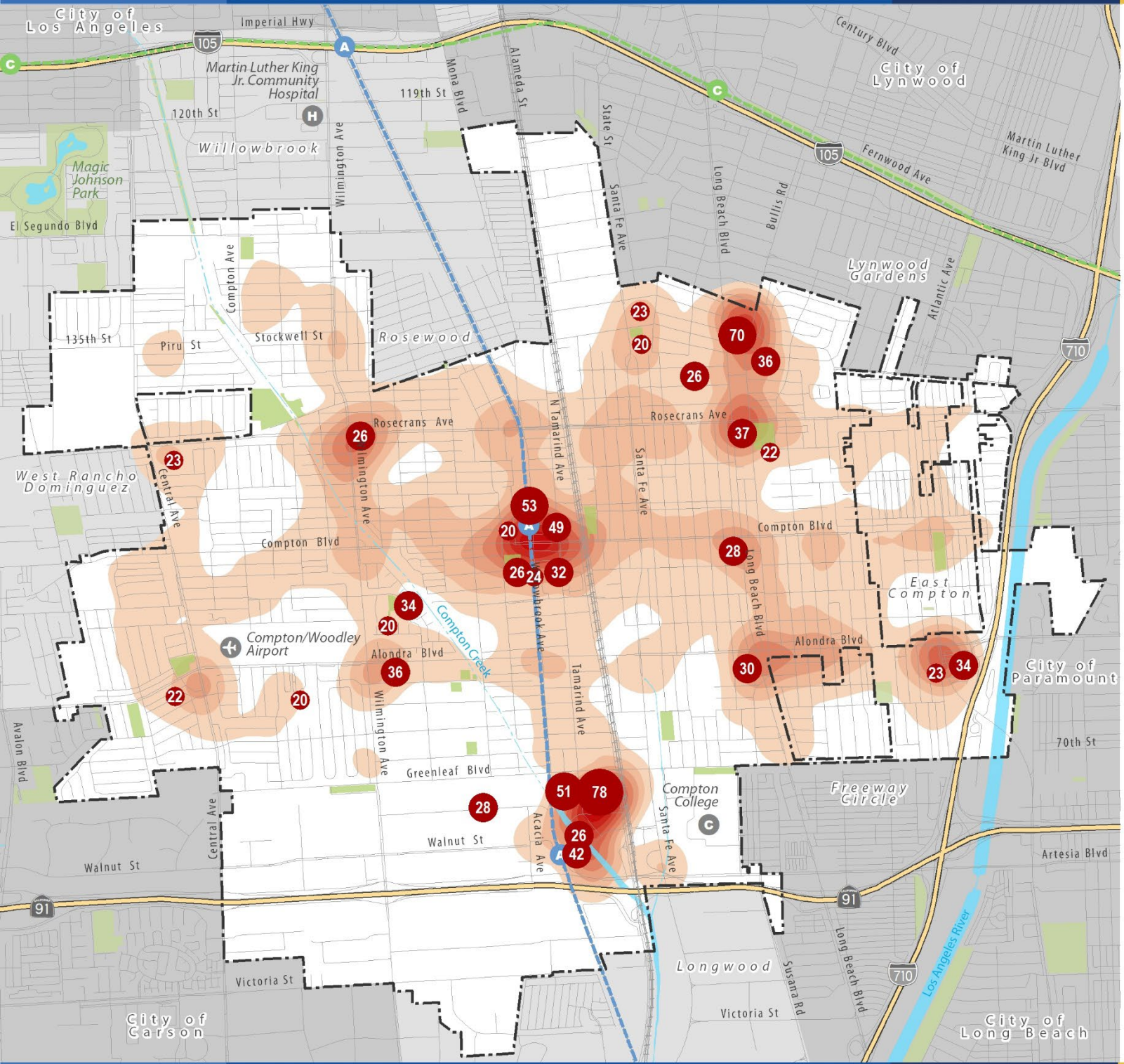


Figure 4-23
Serious Crime Types (Part 1 Crimes)

Number of Part 1 Crimes per Block (2018)

- 20 - 25
- 26 - 50
- 51 - 75
- 76 - 78

2018 Number of Serious Crimes (Part 1)

- Lower Number of Crimes Reported
- Higher Number of Crimes Reported

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

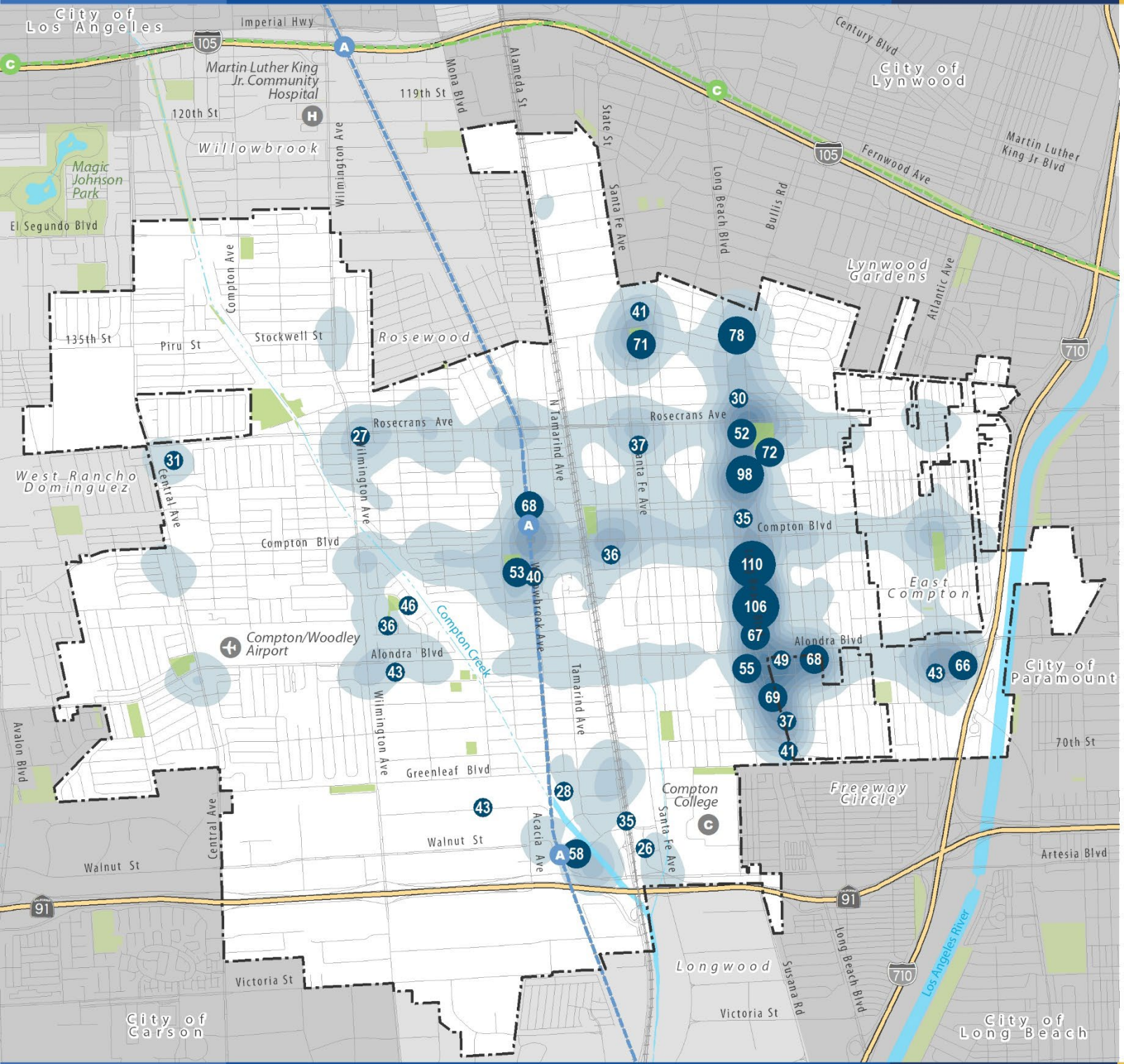
Data Source: Los Angeles County Sheriff's Department 2018 Crime and Arrest Statistics.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Figure 4-24

Less Serious Crime Types (Part 2 Crimes)



26 - 50

51 - 75

76 - 100

101 - 110

2018 Number of Less Serious Crimes (Part 2)

Lower Number of Crimes Reported

Higher Number of Crimes Reported

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Los Angeles County Sheriff's Department 2018 Crime and Arrest Statistics.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Fire Safety

The Compton Fire Department was established in 1901 and today has 84 sworn employees and five civilian employees. The Department is housed in four fire stations with nine emergency vehicles: four fire engines, one truck, two paramedic squads, and two ambulances.

Figure 4-25 shows the location of fire stations. Compton Fire Department Station number 1 is centrally located next to the Compton Courthouse. Station number 2 is in the eastern part of the city along East Palmer Street and North Crane Avenue. Station number 3 is in west Compton on Rosecrans Avenue and near Gonzales Park. Station number 4 is in southern Compton on West Walnut Street. The locations of the fire stations are important as they can impact response time in an emergency. Figure 4-24 also shows the one- and two-mile radius from the four fire stations. All properties are within a two-mile radius and about two-thirds lie within a one-mile radius. As of 2022, the department's average response time is four minutes and 30 seconds.

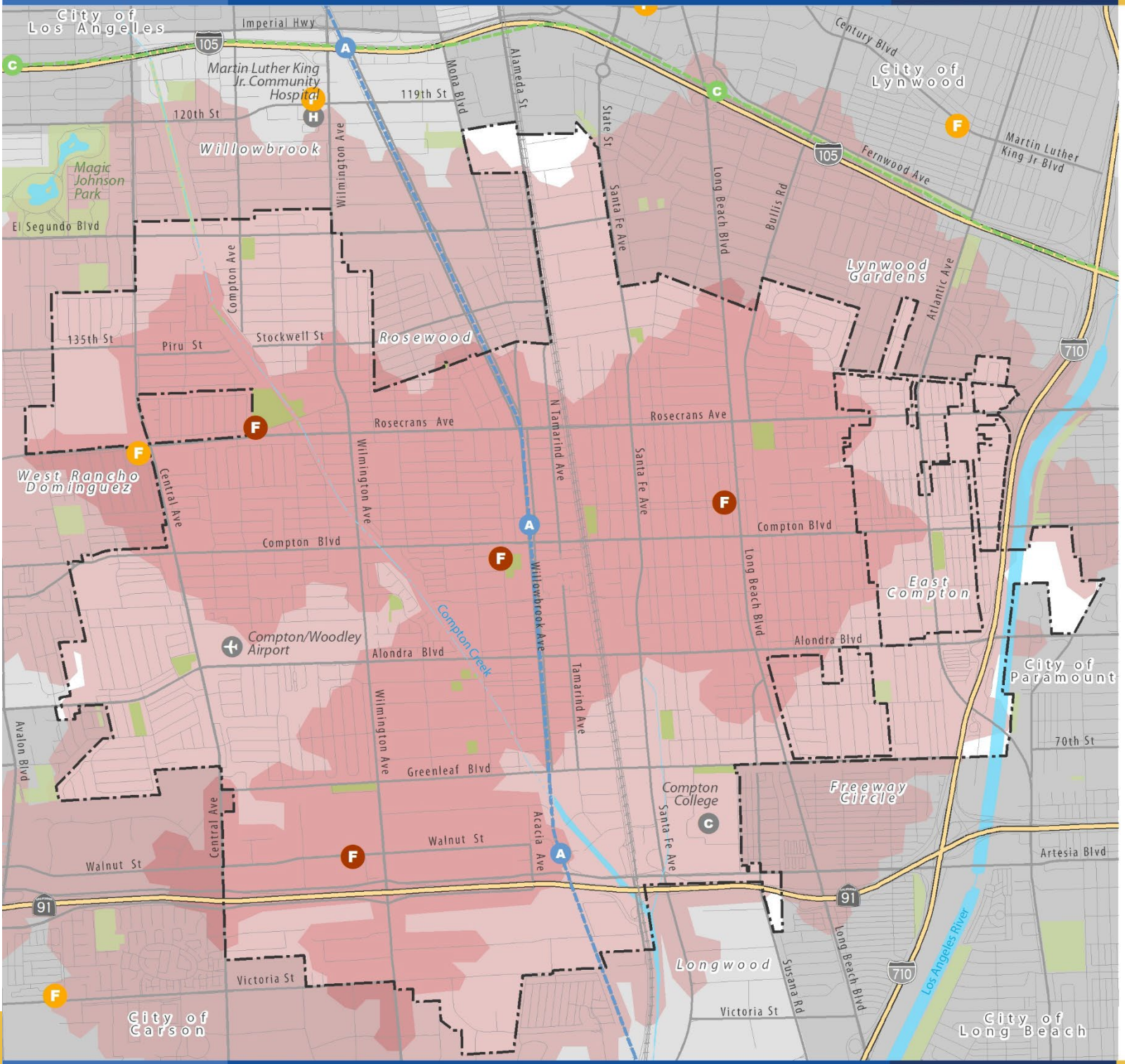


Figure 4-25
Fire Stations

Fire Stations

- Compton Fire Stations
- Other Fire Stations

Fire Station Area Distance

- One-Mile From Fire Station
- Two-Miles From Fire Station

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Los Angeles County, 2022.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Public Safety and Services Considerations

- Areas outside the two-mile radius of the sheriff station may experience long response times.
- While previous high crime rates have impacted the community, the City is working hard to reduce incidents of crime, improve safety, and change perceptions.
- Less serious crimes (part 2) are more common in Compton than more serious crimes (part 1).
- The majority of crimes of both classes are not gang related, contrary to stereotypes about the city.
- The majority of crimes committed are non-violent offenses.
- The geographic dispersal of the four fire houses throughout the city facilitates a quick response times .

Chapter 5

Compton Today: Natural Resources and Hazards

Introduction

This chapter focuses on natural resources and hazards in Compton. Natural resources in the area include creeks, rivers, urban agriculture, and urban forests. Notably, Compton Creek and the Los Angeles River traverse the city, representing visual respites from the urban landscape.

Natural hazards encompass flooding, seismic events, and climate change factors such as droughts and heatwaves. Compton faces the risk of flooding from heavy rainfall, storm surges, and flash floods in certain areas. Inadequate drainage infrastructure or poorly maintained facilities can exacerbate these flooding risks.

Compton, like the rest of Southern California, experiences extreme heatwaves during the summer months, which can pose health risks, particularly to vulnerable populations. Additionally, the region frequently grapples with droughts due to its semi-arid climate, potentially leading to water shortages and affecting local water resources.

To address these natural hazards, residents and local authorities must be prepared and have mitigation plans in place. This preparedness may involve community education, infrastructure improvements, emergency response planning, and more.



Large portions of Compton Creek are channelized. However, portions of the creek consist of natural drainage with native and non-native vegetation, as shown here beneath Artesia Boulevard.

Creeks and Rivers

Compton Creek

Compton Creek, a tributary of the Los Angeles River, begins just east of south Main Street between 107th and 108th Streets in the City of Los Angeles and down through the unincorporate community of Willowbrook. It traverses through Compton diagonally from El Segundo Boulevard to the Los Angeles River near Long Beach Freeway (I-710) in Long Beach. Compton Creek is primarily channelized, lacking natural riparian vegetation and areas for water to infiltrate the groundwater basin, while carrying floodwater during major rainstorms into the Los Angeles River. The creek's bank consists of pedestrian/bicycle trail along the eastern side with access points through gates on most neighborhood streets that end at the creek. Several pedestrian bridges provide access across the creek, while most major roadways include bridges that cross the creek. An unchanneled segment of Compton creek consisting of nonnative vegetation is located between Crystal Casino near Artesia Boulevard and the Los Angeles River confluence.

Compton Creek Natural Park

Located alongside Compton Creek, the Mountains and Recreation & Conservation Authority built a three-acre park on unused land belonging to adjacent George Washington Elementary School. Designed through a collaborative process with teachers, school staff, community members, and other stakeholders, the park features some of the natural habitat and plant communities found in the Compton Creek watershed, shade trees, walking paths, grassy areas, fitness equipment, picnic and seating areas, a multi-use amphitheater, parking, a community plaza, and interpretive signage. In addition, the sustainably designed park includes environmentally friendly features such as natural retention basins and bioswales for stormwater treatment, and a 127,000-gallon underground cistern that stores rainwater to irrigate the park.



George Washington Element School students and teacher explore a bioswale within the Compton Creek Natural Park.

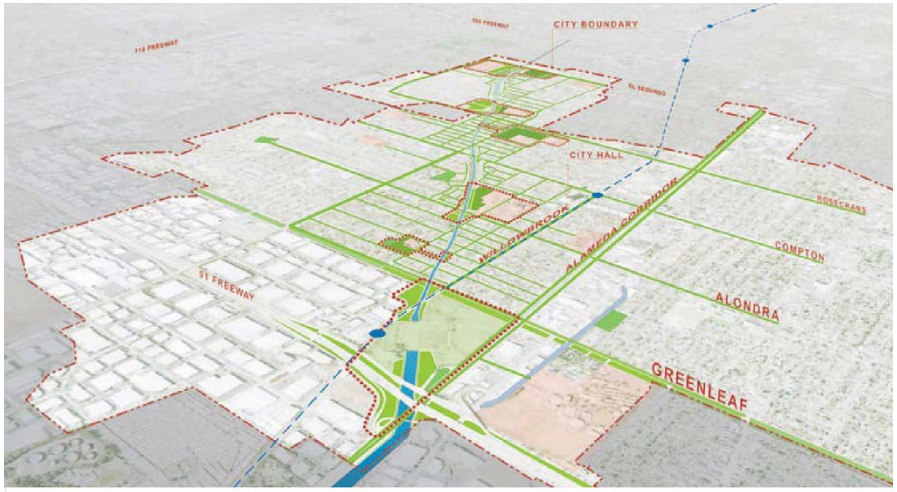
The creek side park provides a habitat for local and migratory birds, plus an environmental learning area for the school. The Los Angeles Conservation Corps maintains the park and houses an onsite operations building with an office and recruitment station to offer local youth training in conservation related skills.

Compton Creek Pilot Restoration

Under the Southern California Wetlands Recover Project, the Compton Creek Pilot Restoration project will promote significant ecological benefits to the Compton Creek Watershed through hands-on cleanup and restoration activities and promote long-term stewardship of the soft-bottom portion of Compton Creek through community-based education and involvement. In addition to achieving measurable, on-the-ground restoration, the project will facilitate community involvement in restoration activities through its partnership with the City of Compton; serve to build capacity by working closely with local community-based organizations and policymakers committed to enhancing the region; and foster comprehensive watershed education among high school and college students (approximately 300 students) through established partnerships with local high schools and colleges.

Compton Creek Regional Garden Park Master Plan

The Compton Creek Regional Garden Park Master Plan identifies approaches to redevelop the City's existing flood control channel and adjacent land into a safe, ecologically beneficial, multi-use, public greenway. The Master Plan capitalizes on a shift in public policy in Los Angeles County that redefines the function of its watercourses from single-purpose flood protection systems to integrated, multipurpose corridors. The plan builds upon the data and principles established in the Compton Creek Watershed Management Plan, which encourages comprehensive and collaborative strategies for environmental resource enhancements, open space provisions, water quality improvements, and sustainable economic development. The vision for the Compton Creek Regional Garden Park emphasizes a livable, walkable, urban community



oriented to and informed by the creek. Master Plan implementation will transform a blighted, underutilized resource into a valuable amenity.

Los Angeles River

The Los Angeles River is a major river through Los Angeles County, with its headwaters originating in the Simi Hills and Santa Susana Mountains. It flows nearly 51 miles from Canoga Park through the San Fernando Valley, Downtown Los Angeles, and the Gateway Cities to its mouth in Long Beach, where dumps into San Pedro Bay.

The Los Angeles River, paralleling the Long Beach Freeway, traverses the eastern edges of the city's boundary, adjacent to the City of Paramount, within a concrete-lined channel. The Long Beach Freeway creates a barrier to the river from Compton residential

neighborhoods. Compton Creek merges with the Los Angeles River just south of the city near Del Amo Boulevard.

Both Compton Creek and the Los Angeles River have historical and ecological significance in the region, and ongoing initiatives seek to balance flood control and water management with the restoration of natural habitats and public spaces.

Los Angeles River Master Plan

In 2022, the Los Angeles County Department of Public Works developed the Los Angeles River Master Plan, addressing a broad spectrum of social and environmental aspects related to the Los Angeles River, its watershed, and the communities along its banks. This ambitious plan aims to bring the reimagined river to life over the next two and a half decades, fostering connections among people, culture, water, open space, and wildlife along this iconic waterway. A series of enhancements are proposed for the river segment stretching from Compton to Paramount, including multi-purpose trails, major planned projects, and project sites, both planned and proposed.

Watersheds

The Los Angeles River Watershed is among the largest in Southern California, encompassing 824 square miles, and the river itself extends for 55 miles. It is also one of the most diverse in terms of land use patterns. Approximately 324 square miles of the watershed consist of forests or open spaces, including areas near the headwaters originating in the Santa Monica, Santa Susana, and San Gabriel Mountains. The remaining part of the watershed is highly developed. Most of Compton falls within the Los Angeles River Watershed, with the exception of a small western section of the city (see Figure 5-1).

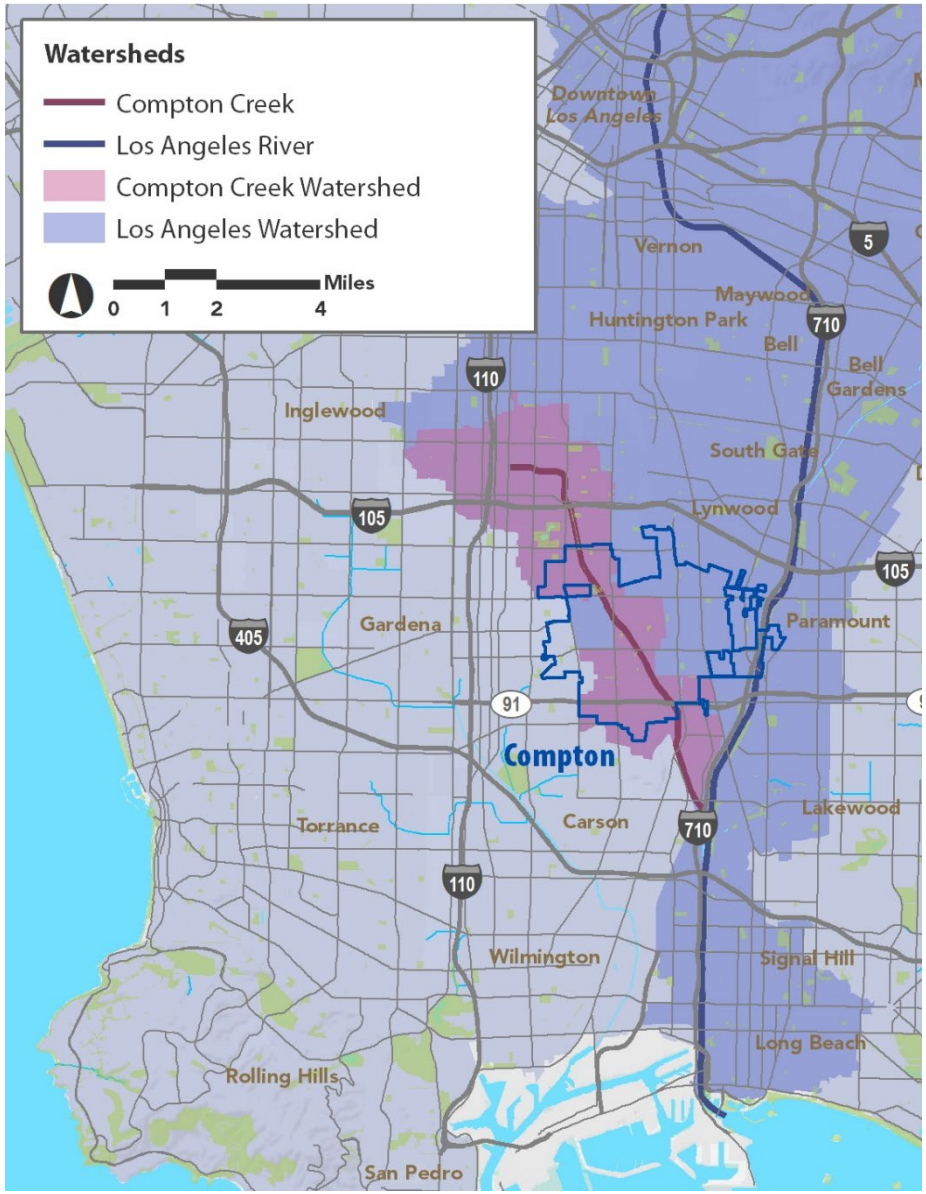


Figure 5-1: Compton Creek and Los Angeles River

Compton Creek serves as a significant sub watershed within the Los Angeles River Watershed, draining an area of approximately 42.1 square miles in the central-southern region of Los Angeles County. The Compton Creek Watershed begins in the eastern portions of Inglewood and flows toward the confluence point with the Los Angeles River. The extensively urbanized nature of the Compton Creek Watershed contributes to the scarcity of permeable surfaces and may exacerbate the issue of nonpoint source pollution.

The upper 5.8 miles of Compton Creek is constrained within a concrete box channel. The lower 2.7 miles have reinforced sides and an earthen bottom and supports a mixture of native riparian vegetation and invasive species. It also supports a residual avian wetland community including red-winged blackbird, great blue heron, green-backed heron, black-crowned night heron, great and snowy egret, killdeer, black-necked stilt, and mallard, in addition to a variety of native and exotic songbirds.



Los Angeles River and Atlantic Boulevard Bridge

River and Creek Considerations

- Compton Creek faces underutilization issues, marked by the accumulation of trash within the creek and along the trail connection points. The trail itself lacks physical improvements and suffers from general maintenance issues.
- Opportunities for improvement include stormwater infiltration projects and bioswales along or near the creek, which could enhance water quality before it enters Compton Creek and the Los Angeles River. Additionally, opportunities present themselves to "green" Compton Creek by planting trees and native landscaping, integrating open space amenities with neighboring communities.
- Challenges to overcome include addressing the fact that the Long Beach Freeway acts as a physical barrier between the Angeles River and Compton's residential neighborhoods. Nevertheless, the Los Angeles River Trail offers recreational opportunities for pedestrians, cyclists, and equestrians.
- The Compton Par 3 Golf Course, situated adjacent to Clinton Elementary School and directly on the bank of the Los Angeles River, could potentially create open space opportunities. Moreover, the Los Angeles River Master Plan includes a series of individual opportunity sites and major projects.

- In terms of demographics, the human population of the Compton Creek Watershed is ethnically diverse and has a proportionally low income. The ratio of available parkland and open space stands at 1.4 acres per 1,000 residents, well below the recommended ratios of 3.0 to 10.0 acres per 1,000 residents. Achieving the restoration and enhancement of wetland habitats within the Compton Creek Watershed, as well as increasing the availability of open space, will require community empowerment and education.

Urban Agriculture

Urban agriculture or urban farming is the practice of cultivating, processing, and distributing food in or around urban areas. Urban agriculture allows for the development of a variety of environmental, economic, and social benefits to the community, including increasing access to healthy foods, improving food security, enhancing environmental health, and promoting education. By increasing vegetation and tree cover, farms and gardens attract pollinators like bees and keep city neighborhoods cooler, minimizing the health impacts of heat island effect. While urban equestrian programs and facilities encourage mental and physical healthy living, education, and youth development.

Richland Farms

In the late 1860s, Reverend Griffith Dickenson Compton led roughly 30 people from Stockton to settle in and cultivate the area. Rough weather and tremendous floods nearly destroyed their dreams, but they persisted, and their agricultural efforts eventually began to thrive. In 1888, Compton donated his land, and the area was incorporated as the City of Compton under the condition that a swath of it be zoned for agriculture. That particular area — a 10-block neighborhood sandwiched between downtown Compton and what is now the 91 Freeway — became Richland Farms, known for a variety of crops including pumpkins, sugar beets and cauliflower (see Figure 5-2). By the 1940s and '50s, Compton had become a working-class suburb. African American families, many of whom had moved to the West Coast to work in military production during World War II, settled there and were drawn to the Richland Farms neighborhood. With its large lots and agricultural zoning, residents



Moonwater Farms provides agricultural education program for youth.

could grow crops and raise livestock to provide for their families and their community.

Residential Agriculture

One of Compton's unique urban development facets is its lingering Residential Agriculture (RA) zoning district within the Richland Farms neighborhood. This zoning appears in two areas of the southcentral urban core.

R-A zoning allows for the development of large one-family homesites in a limited agricultural environment. Permitted agriculture includes commercial field crops and orchards, chinchilla ranches, aviary and poultry raising, and up to five horses/bulls/cows/sheep/or goats per family, among other regulations.

Located within this zoning are community assets such as Moonwater Farms, the Compton Cowboys, and farming initiatives within the Richland Farms neighborhood.

Equestrian Amenities

Compton is home to equestrian facilities located in the heart of the city. Richland Farms is often described as a "rural enclave" where it is common to see locally grown or home-processed foods, as well as amenities for horses, goats, or chickens.

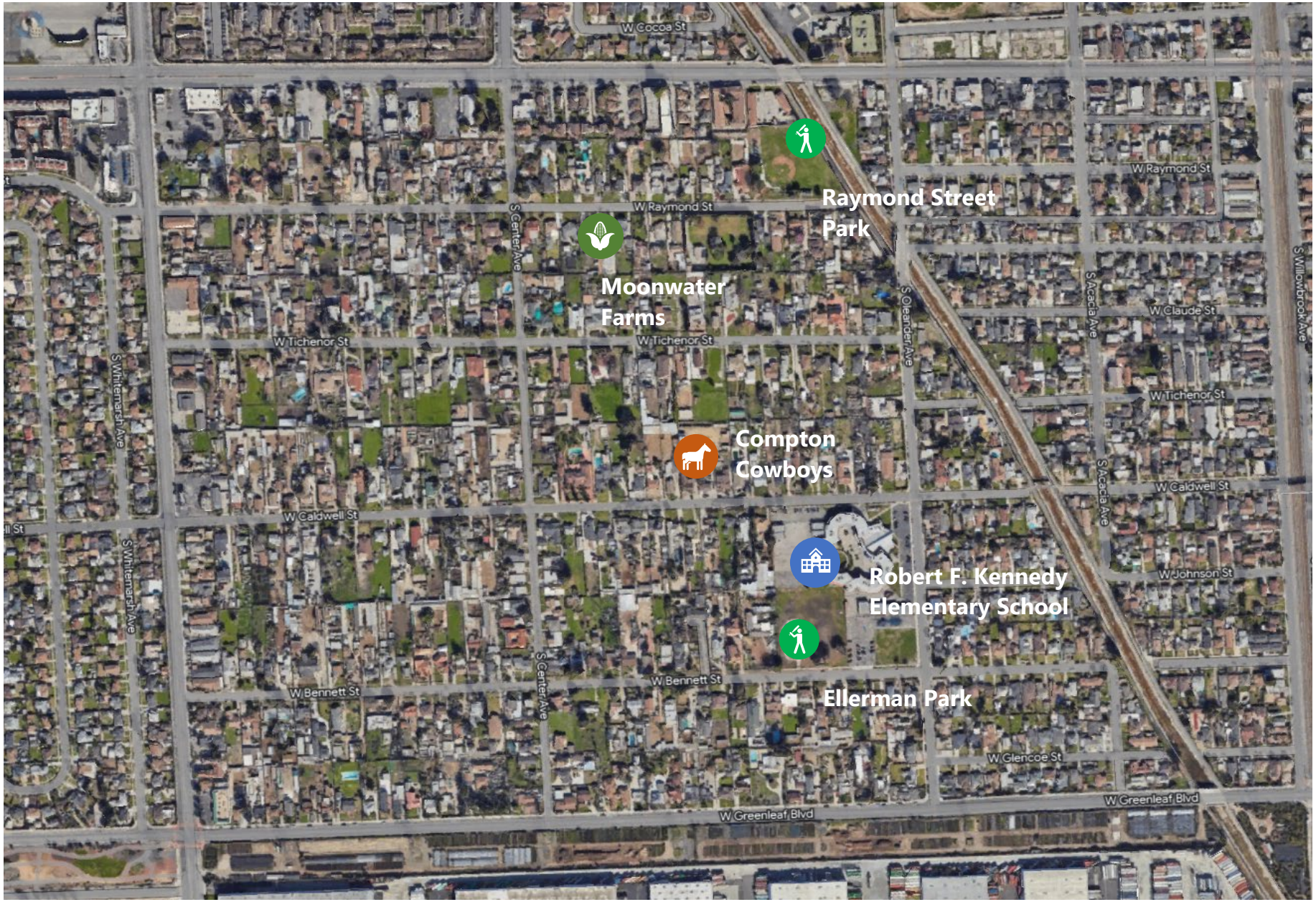
In recent years, the community has organized its unique facilities, using equestrianism as not only a hobby or sport but as a social unifier. Groups like the Compton Cowboys and Connecting Compton are rooted in the mission of youth engagement, education, social belonging, and community pride.

Compton's equestrian culture has been gaining attention beyond the borders of the city, offering the opportunity to bring positive messaging and investment to the wider community.



Compton Cowboys

Figure 5-2: Richland Farms



Urban Gardens and Food Hubs

Linked to Compton's agricultural history and R-A zoning, a handful of urban farming initiatives, both community-driven nonprofits and private businesses, operate within the city.

The newest large-scale agricultural operator is a tech-oriented vertical farm business called Plenty. Plenty's Compton location is the firm's third site; they began hiring locally in 2020. On a smaller scale, the Compton Community Garden, Alma Backyard Farms, and Moonwater Farm provide healthy food while supporting ecological and social efforts to improve Compton communities. Beyond food production, they also incorporate expanded services such as social gatherings, event space, kids' camps, art programs, and food/garden classes.

A series of organizations and businesses operate with the goal of creating healthier, more sustainable societies with food at the center. Planet Health Compton is a multifaceted marketplace dedicated to serving Compton with healthy food options, eco-friendly retail products, and community space. Community Services Unlimited, based in South LA, operates a Village Market Place Food Hub, SoulFul Café, commercial kitchen, urban farm, and produce delivery service.

A handful of community gardens, such as South 40 garden, Paramount (Cortland) garden, and Willowbrook garden, are located near Compton.

Besides these resources, Compton does not have abundant garden or farming options, either for growing or for retailing. There are no city-managed farmers' markets, although private entities like Planet Health are attempting to establish one. Moonwater Farms has the only community-supported agriculture delivery program within the City. All the currently operating gardens and farms within the City are small in scale and limited in funding.

Urban Agricultural Considerations

- A small but robust area of Compton operates under Residential Agriculture zoning, housing residential and community farms and ranches. Preserving these land uses will perpetuate a unique community resource.
- While Compton's local farming and health food scene is outnumbered by unhealthy establishments, there is growing community momentum around healthy local eating.
- New food establishments – both in production and in retail – may act as showcases for the future of Compton food, not only as a health promotor but also a driver of economic development, employment opportunities, and community engagement.
- Opportunities for expanding community gardens and urban agriculture beyond Richland Farms would build upon an established and unique resource in south Los Angeles County.



Moonwater Farms is a micro-farm and learning hub in Compton devoted to teaching urban agriculture, sustainability, and wellness.

Climate Adaptation

Climate change is a long-term shift in global or regional climate patterns. Climate adaptation refers to adjustments in ecological, social, or economic systems in response to actual or expected climatic effects or impacts. Often climate change refers specifically to the rise in global temperatures from the mid-20th century to present. Climate is sometimes mistaken for weather. But climate is different from weather because it is measured over a long period of time, whereas weather can change from day to day, or from year to year. The climate of an area includes seasonal temperature and rainfall averages and wind patterns. Climate change is the long-term alteration of temperature and typical weather patterns in a place, causing weather patterns to be less predictable.

Humans – more specifically, the greenhouse gas emissions we generate – are the leading cause of the Earth's rapidly changing climate. Greenhouse gases play an important role in keeping the planet warm enough to inhabit. But the amount of these gases in our atmosphere has skyrocketed in recent decades. The burning of fossil fuels like coal, oil, and gas for electricity, heat, and transportation is the primary source of human-generated emissions. Curbing dangerous climate change requires very deep cuts in emissions, as well as the use of alternatives to fossil fuels worldwide. Scientists agree that the Earth's rising temperatures are fueling longer and hotter heat waves, more frequent droughts, and heavier rainfall.

Compton is not an intercity urbanized area, but rather consists of a significant volume of older, single-unit homes with yards. Compton, among other communities, lies along the Alameda Corridor, a railway which connects over 65 miles of track between Downtown Los Angeles to Long Beach. In 2018, an average of 38 trains per day used the corridor. The area is also crisscrossed by multiple 10-lane freeways, the I-105 and SR-91 running east to west, and I-710 and I-110 running north to south. Air pollution has been an issue in this area of Los Angeles County for several decades, with high ozone and particulate matter ($PM_{2.5}$) levels.

Now, climate change is compounding the issue with extreme urban heat. All these factors are known for the increase in air borne diseases (asthma and bronchitis), heat stroke and heart disease, and most recently, vulnerability to COVID-19. While this strategic location presents Compton useful economic opportunities, it also risks higher levels of pollution, urban heat island effect, and greenhouse gas emissions. Looking ahead, the City will need to integrate long-term health strategies in their built environment to mitigate its heavier pollution levels.

The effects of climate change disproportionately fall on "underserved communities who are least able to prepare for, and recover from, heat waves, poor air quality, and other impacts," according to a U.S. Environmental Protection Agency study.

Low-income residents also are more likely to live in older housing that requires modifications to adapt to increased risks. For example, low-income households are less likely to live in homes with central air conditioning than are higher-income households and may also find it challenging to pay for electricity to run the systems they have. Notably, low-income residents also are more likely to live in rental housing and thus more likely to be reliant on landlords to conduct modifications to their homes to mitigate the effects of climate change.

Urban Heat Island

Compared to rural environments, urban areas tend to experience higher temperatures and greater pollution during hot months. This is called the urban heat island effect and is due to more heat-absorptive surfaces (like pavement and roofs), heat-generating activities (like engines), and lack of vegetation, particularly trees.

The concentration of heat in urban areas creates health risks both because of heat exposure and because of the enhanced formation of air pollutants. The strong influence of the urban heat island on nighttime temperatures limits the ability of people to cool down and recover before the heat of the next day, and therefore adds to the risk of illness and fatalities. Those most susceptible to heat include pregnant women, young children, the elderly, people with certain preexisting conditions such as diabetes or heart disease, and people who work or exercise outdoors.

In 2015, CalEPA developed an Urban Heat Island Index aimed at monitoring this effect with the goal of promoting better city design that reduces ambient temperature with tools like urban greening and cooler pavement. This index represents the sum of 182-day temperature differences (degree-hour) between urban and rural areas. Generally, the Compton study area falls within the 25th to 50th percentile of heat island exposure, with the heat increasing further inland (east); see Figure 5-4.

Extreme Heat

Extreme heat affects a wide range of elements including human health, energy usage, infrastructure, risks of wildfire, and more. Extreme heat is particularly dangerous for individuals without access to cooling mechanisms like home air-conditioning, recreational aquatic facilities, and public cooling centers. It can cause illness such as heat exhaustion and heat stroke, as well as exacerbate illnesses related to cardiovascular, respiratory, renal, and mental health.

To understand future extreme heat conditions in Compton, this report uses Cal-Adapt, a web-based climate adaptation planning tool that provides access to up-to-date information and data produced by the State of California's scientific and research community. Cal-Adapt provides a way to explore peer-reviewed

data that portrays how climate change might affect California at the State and local level.

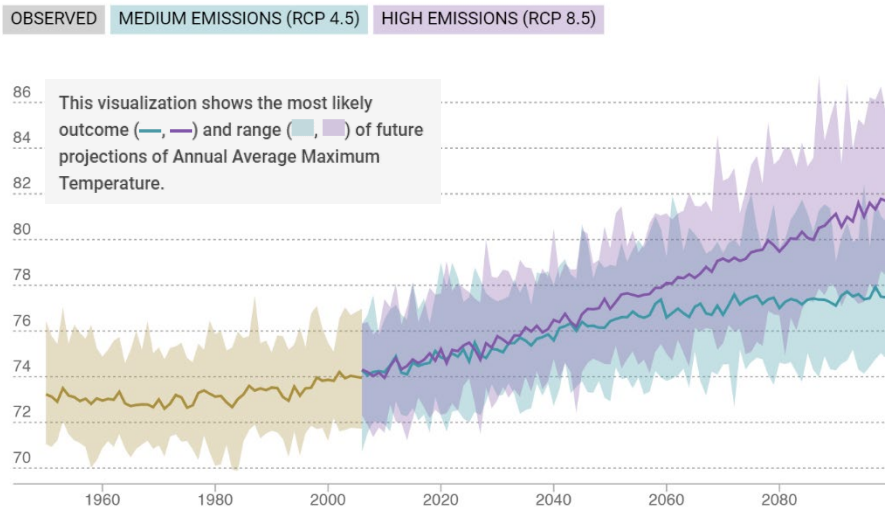


An air-conditioned room at a cooling center as temperatures rise amid the COVID-19 pandemic.

Representative concentration pathways (RCP) portray possible future greenhouse gas and aerosol emissions scenarios. To address uncertainty in future concentrations of greenhouse gases and emissions of aerosols, data made available via Cal-Adapt incorporates two RCPs: RCP 4.5 and RCP 8.5. RCP 4.5 is described by the Intergovernmental Panel on Climate Change as a moderate scenario in which emissions peak around 2040 and then decline. RCP 8.5 is the highest baseline emissions scenario in which emissions continue to rise throughout the twenty-first century. Therefore, climate change projected under RCP 8.5 will typically be more severe than under RCP 4.5.

Figure 5-3 shows the projected frequency of annual average maximum temperatures between 1960s and 2080 for the City of Compton. The average temperature between 1961 and 1990 was 73.4°F. In Compton, annual average temperatures under the RCP 8.5 scenario are projected to increase +4.2°F by 2064 to +7.3°F by the end of this century (2099).

Figure 5-3: Annual Average Maximum Temperature (˚F)



Source: Cal-Adapt, California Energy Commission, State of California, 2021

Climate Change Considerations

- Across the region, average maximum temperatures are projected to increase around four to five degrees Fahrenheit based on conservative scenario, and five to eight degrees Fahrenheit based on more aggressive scenario.
- Compton's expanses of structures, asphalt and concrete, combined with a lack of tree canopies and shading facilities, contribute to increases in ground temperatures due to urban heat island heat effect.
- Significant increases in the frequency and severity of heat waves could disproportionately affect Compton's vulnerable populations,including low-income residents, seniors, and children, with many households lacking adequate access to air conditioning.
- The costs of operating air conditioning units to keep a household comfortable may not be affordable to many lower income households. Not being able to afford air conditioning puts low-income families at even greater risk.

Figure 5-4: Urban Heat Island Index

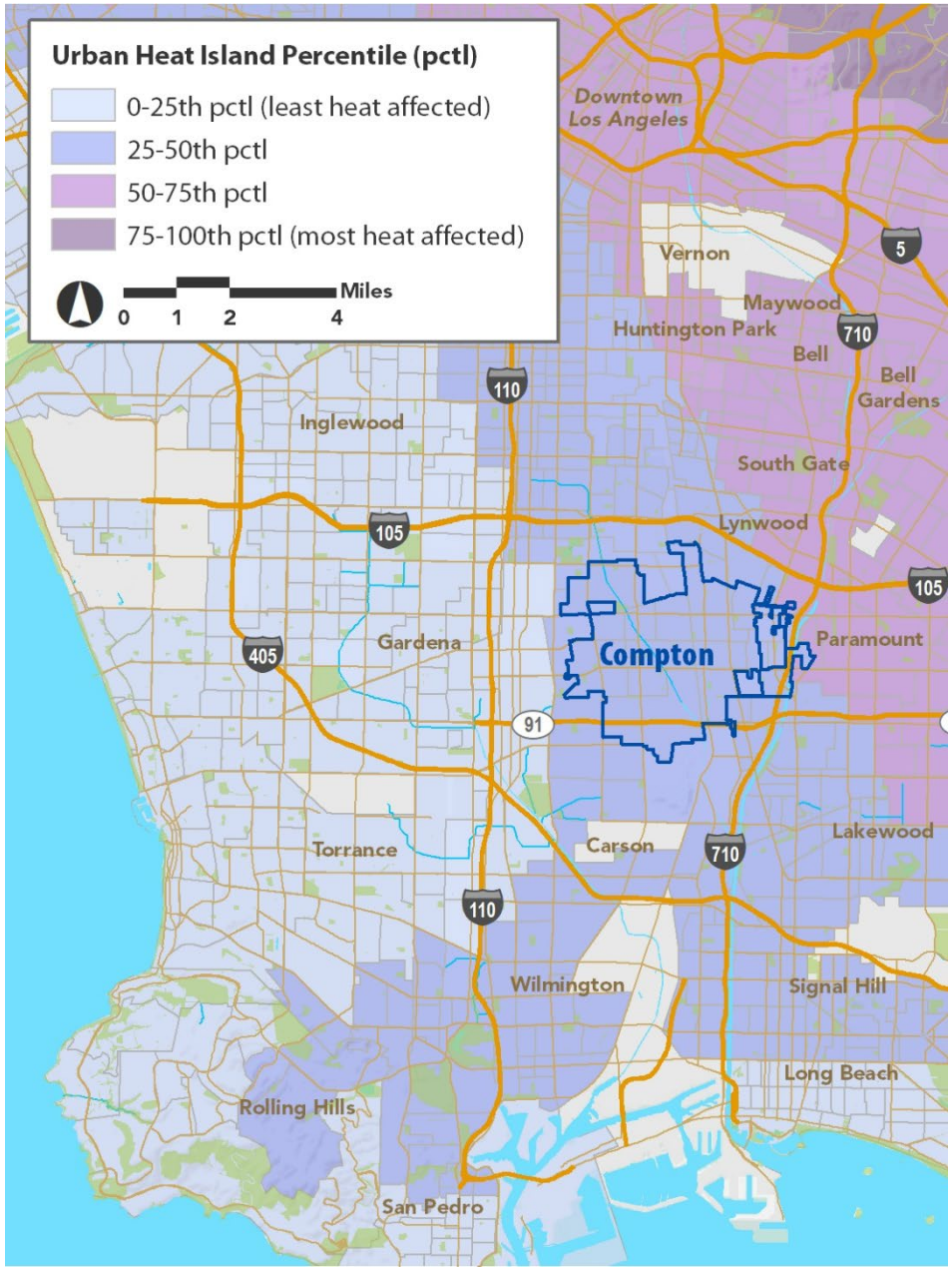
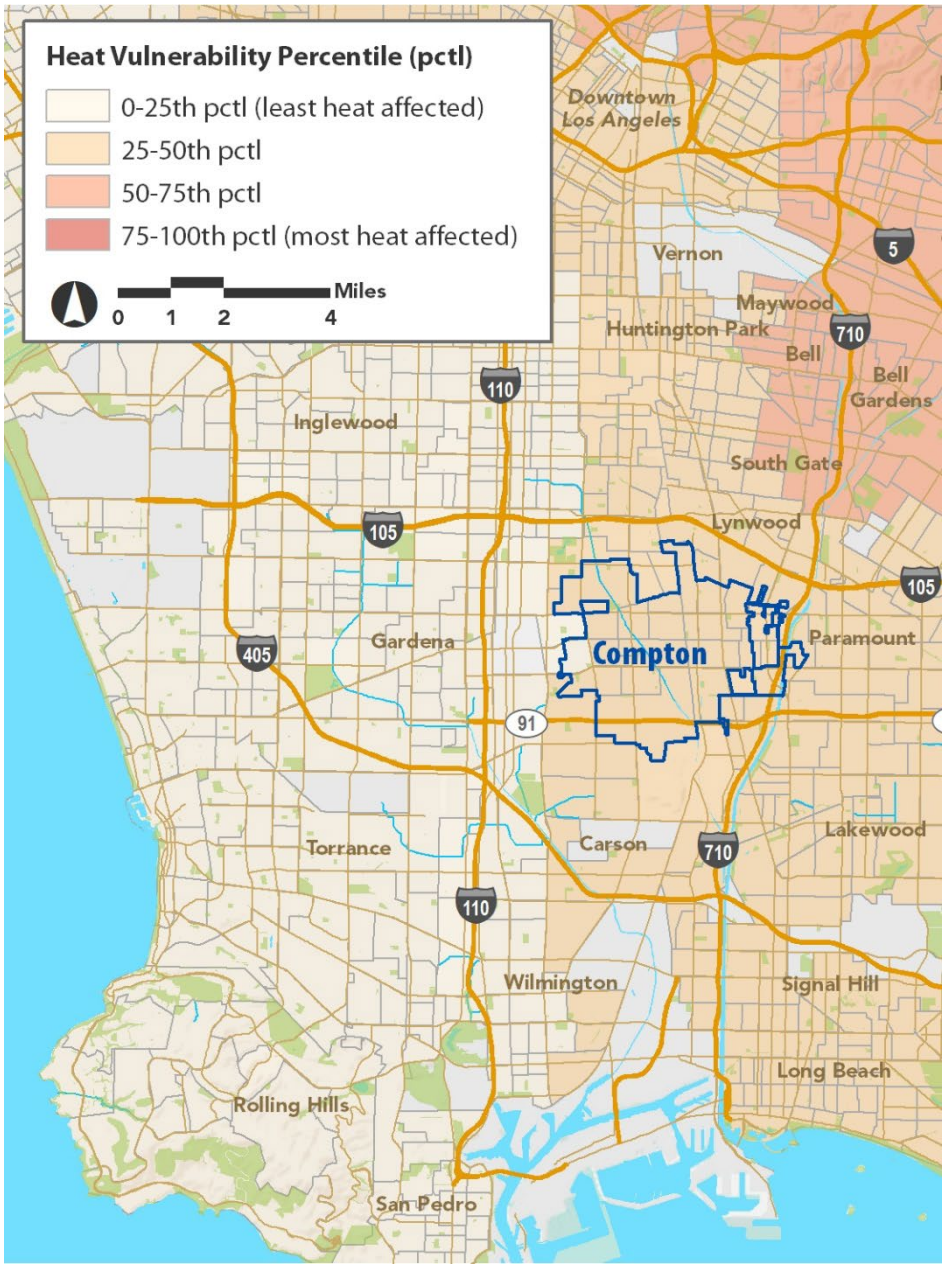


Figure 5-5: Heat Vulnerability Index



Source: California Healthy Places Index: Extreme Heat Addition, The Public Health Alliance of Southern California, 2022.

Urban Forest

The urban forest consists of trees and vegetation located in parks, streets, gardens, creeks, and within residential neighborhoods and commercial and industrial districts. Trees and the urban forest benefit the urban environment by removing carbon from the atmosphere, reducing energy use, improving air quality, moderating stormwater flows, protecting water quality, and providing habitat for wildlife. In addition to the health benefits realized through the protection and promotion of the environment, trees and urban forests support residents' physical and mental health. Trees are also essential to mitigate the effects of climate change, especially extreme heat events.

Compton's urban forest is very sporadic. While many matures trees thrive citywide, they appear inconsistently in many residential neighborhoods and along streets. Some parks have many mature trees while others do not. The inconsistency in mature trees creates a lower tree canopy and exacerbates the impacts from climate change and heat waves. These mature trees must struggle to endure exposure to pollutants, high temperatures, drought, and the limited space they have to grow roots; these conditions increase their susceptibility to insects and diseases.



While Compton has many large, matures trees, the overall urban forest is patchy and inconsistent in many neighborhoods.

Tree Canopy Coverage

Tree canopy coverage provides many benefits to urban areas. Canopy coverage can help to mitigate hot temperatures, improve air quality, improve water retention and filtration, improve the diversity of flora and fauna, and increase home values. These environmental factors have a direct impact on people's health. Cleaner air can reduce rates of asthma, and cooler temperatures reduce heat-related injuries and illnesses and encourage a more active lifestyle.

Past research has drawn correlation between canopy coverage and income levels, concluding that the impact of air pollution and urban heat island falls disproportionately upon people of color and lower-income populations. This correlation holds true in Compton. This disparity in tree coverage has several contributing factors, including historic redlining, the fact that more affordable areas in many cities were urban city centers with fewer trees, and less public investment to maintain existing trees in lower-income areas.

In terms of tree canopy coverage, percent of land with tree canopy (weighted by number of people per acre), Compton ranks at the 29th percentile compared to other California cities, with a 4.5 percent tree canopy percentage. Figure 5-6 identifies the percentage of tree canopy coverage, with higher tree canopy coverage around some parks and public facilities.

Urban Forest Considerations

- Most of Compton has a tree canopy coverage of 11 to 20 percent, with many residential neighborhoods lacking consistent street trees.



The Compton Library includes various large matures trees creating opportunities for shade.

- Low tree canopy coverage has negative impacts on health and neighborhood investment, with many communities of color often having lower tree canopy coverage.
- Limited trees can exacerbate the impacts of climate change, including heat waves and exposure to the sun's rays.
- Opportunities for urban greening and expanding tree canopy coverages and vegetating streets and corridors, such as Compton Creek.
- In 2011, with assistance from the California Department of Forestry and Fire Protection, the City of Compton planted

925 native and non-native ornamental trees along various streets in the City.

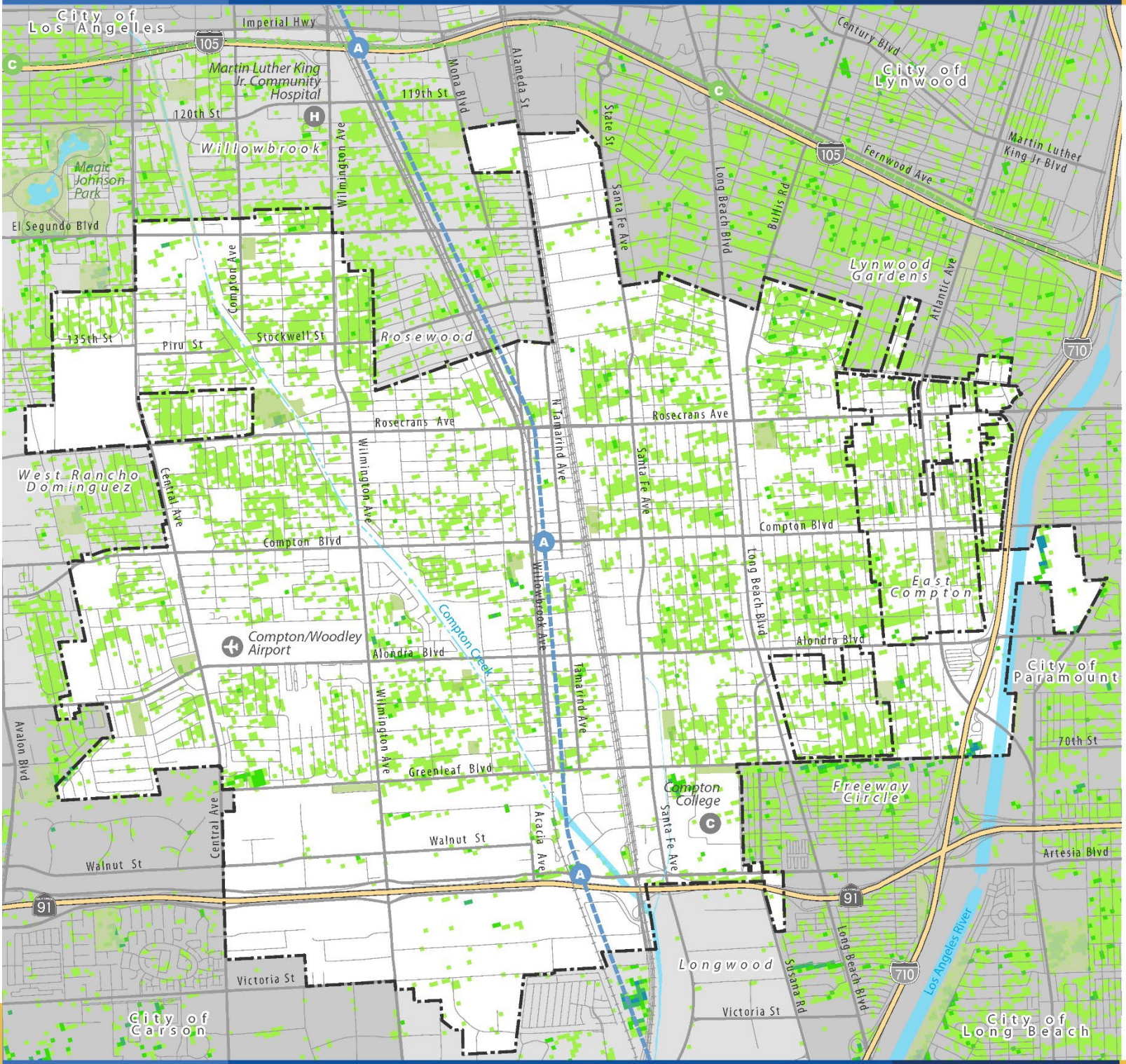


Figure 5-6:
TREE CANOPY

Tree Canopy Percentage

- No Canopy
- 0.1 - 10%
- 11 - 20%
- 21 - 30%
- 31 - 40%
- 41 - 50%
- Greater than 50%

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: United States National Land Cover Database, Tree Canopy Cover, U.S. Geological Survey, 2016.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Natural and Human-Caused Hazards

Compton is exposed to several natural hazards: flooding, earthquake-induced ground shaking and liquefaction, and pollution from hazardous materials. Assessing vulnerability to these hazards involves analyzing factors like population and property distribution, event frequency, susceptibility, infrastructure, and disaster preparedness. The City recognizes that comprehensive planning must address both hazard mitigation and public safety through community preparedness.

Flooding

Flooding is a significant concern because it can result in significant property damage. Plus, uninsured homeowners and business owners could face devastating losses. While the regional flood control facilities like the Los Angeles River have substantially reduced flood hazards throughout the region, climate change has brought about severe storm events that have the potential to overwhelm regional and local flood control facilities. Compton, with its extent impervious roads and rooftops, combined with limited green areas capable of absorbing storm runoff, is susceptible localized ponding.

Figure 5-7 illustrates flood zones as classified by the Federal Emergency Management Agency (FEMA). Compton is largely protected from major storm events, the so-called 100-year and 500-year floods. A 100-year flood event refers to a flood that has a 1 in 100 chance of occurring with the same or greater intensity in any given year. Contrary to its name, a 100-year flood can happen in any year and even occur in rapid succession. If such a flood were to occur, it would displace residents in eastern and southern Compton, putting a strain city resources.



East Rosecrans Avenue and Gibson Street during a 1958 flood in Compton

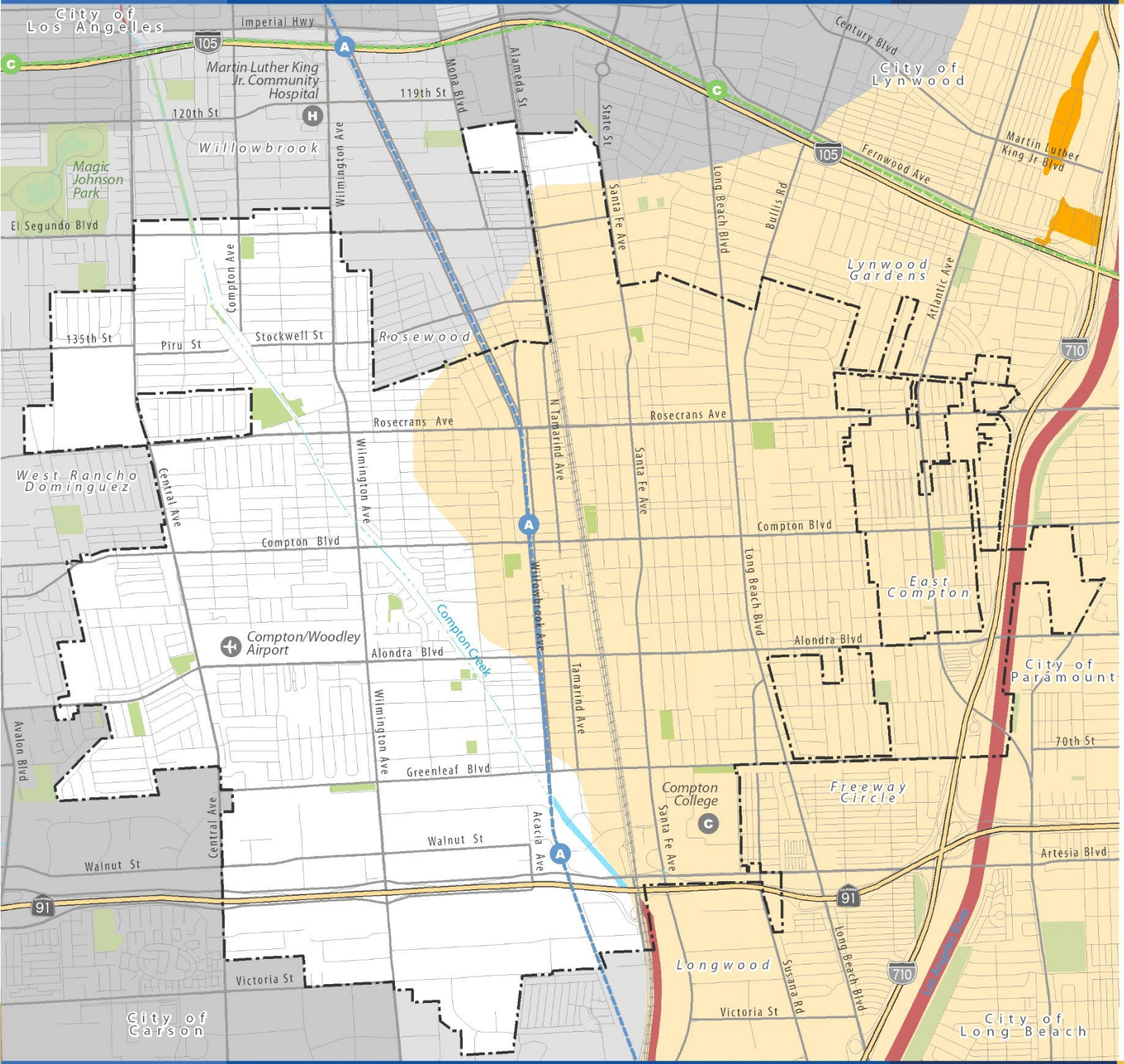


Figure 5-6
FEMA Flood

Flood Zones

- Flood Zone A (100-Year Flood)
- Flood Zone AH (1% Annual Chance of Shallow Flooding)
- Moderate- to Low-Risk Area (500-Year Flood)

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Federal Emergency Management Agency, Flood Insurance Rate Maps, 2020.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Seismic Hazards

California lies along Earth's Pacific tectonic plate, and the moving and grinding of the plates create the phenomenon we call earthquakes. Small tremors generally result in mild ground shaking, with few adverse effects on structures and landforms. However, significant earthquakes can produce wide-scale damage to properties and result in loss of life. Modern building codes have mitigated the level of damage from more recent quakes, but Compton has many older structures that might not withstand the ground shaking and liquefaction hazards resulting from a major event.

Liquefaction zones are areas that may experience the loss of soil structure due to ground shaking due to high groundwater conditions and poorly consolidated soils. During an earthquake, the soils could behave like liquid, causing previously solid ground to become unstable.

Figure 5-8 depicts the fault and liquefaction zones in and around Compton. The western part of Compton lies along both the Newport-Inglewood fault zone and the Alquist-Priolo Fault Zone. The figure also outlines liquefaction zones that cover most of Compton, except for the western and southernmost sections of the city.

As observed in Figure 5-8, the majority of Compton falls within a liquefaction zone, and since most of the city is already developed, a large-scale earthquake could have a detrimental impact on nearly all existing residences and businesses. In 1933, a magnitude 6.4 earthquake struck the City of Long Beach along the Newport-Inglewood fault, resulting in 17 deaths in Compton and extensive property damage.

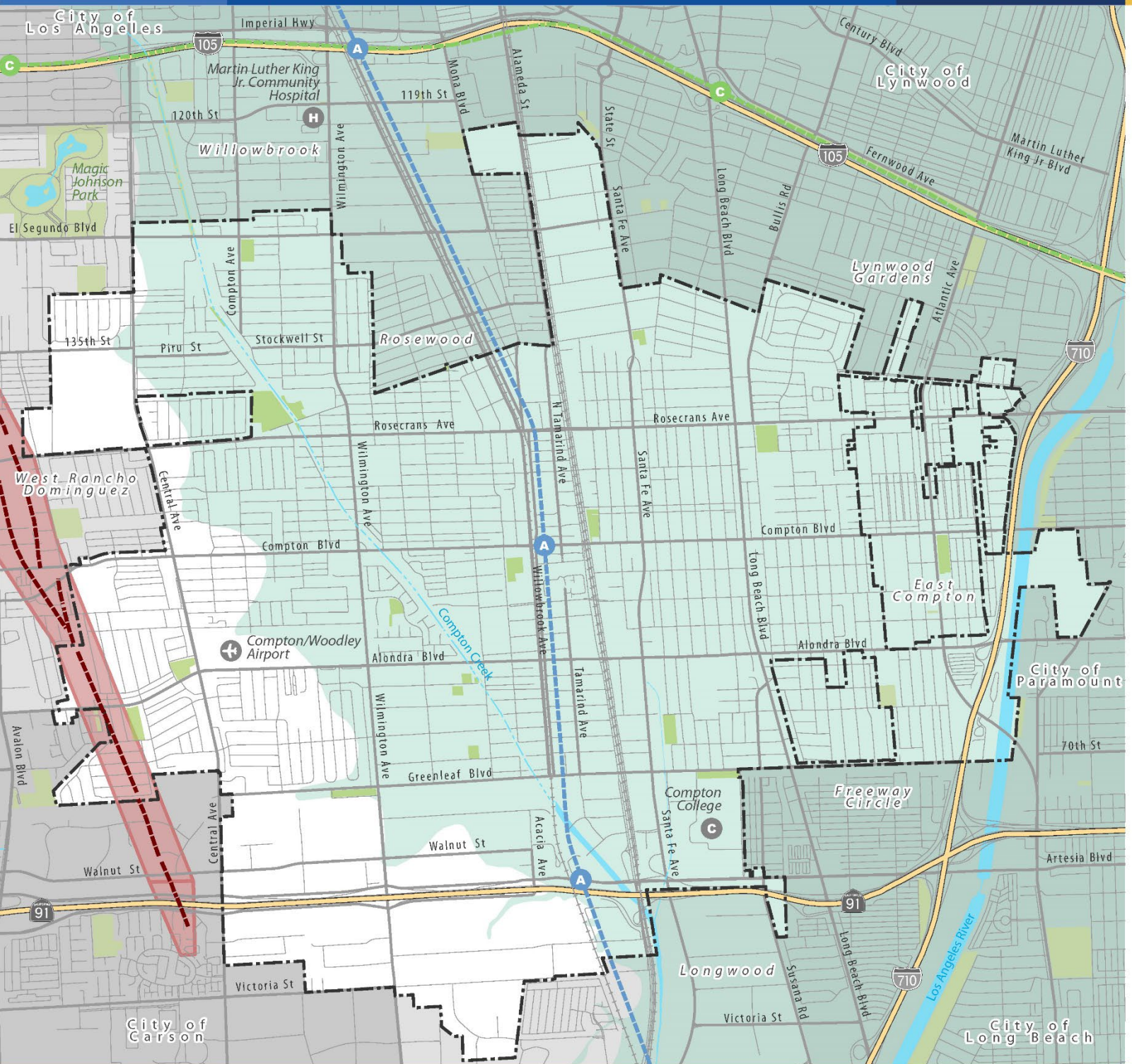


Side view of Compton City Hall shows collapsed walls from 1933 Long Beach Earthquake.

Natural Hazards Considerations

- Portions of low-lying areas near the Los Angeles River and Compton Creek can be exposed to a 100-year flood.
- Increasing pervious surfaces and green spaces throughout the City could mitigate smaller-scale flooding events.
- Retrofitting structures can provide protection during a large-scale earthquake.
- A robust hazard mitigation plan must be maintained to protect residents and Compton's built and natural environment.

Figure 5-8: SEISMIC HAZARDS



Seismic Hazards

- Newport-Inglewood fault zone
- Alquist-Priolo Fault Zone
- Liquefaction Zones

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: U.S. Geological Survey, Bureau of Mines and Mineral Resources, Quaternary fault database, 2016.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

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Compton GPU: Existing Conditions (2023) Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Compton GPU: Existing Conditions (2023)
Operational Year	2023
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	2.20
Precipitation (days)	17.8
Location	Compton, CA, USA
County	Los Angeles-South Coast
City	Compton
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4266
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.28

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Single Family Housing	22,326	Dwelling Unit	2,581	43,535,700	261,501,246	—	85,127	—

Apartments Low Rise	5,921	Dwelling Unit	285	6,276,260	0.00	—	22,563	—
Regional Shopping Center	3,526	1000sqft	348	3,525,714	0.00	—	—	—
Automobile Care Center	173	1000sqft	24.6	173,223	0.00	—	—	—
Hotel	149	Room	9.60	216,069	0.00	—	—	—
General Office Building	674	1000sqft	30.0	674,319	0.00	—	—	—
Industrial Park	16,265	1000sqft	1,142	16,264,525	0.00	—	—	—
Government Office Building	773	1000sqft	54.5	772,623	0.00	—	—	—
Place of Worship	401	1000sqft	59.4	401,347	0.00	—	—	—
Elementary School	3,277	1000sqft	479	3,276,946	0.00	0.00	—	—
City Park	102	Acre	102	0.00	0.00	0.00	—	—
Golf Course	11.9	Acre	11.9	0.00	0.00	0.00	—	—
Unenclosed Parking with Elevator	52.0	1000sqft	1.20	52,000	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	12,311	11,285	2,408	32,694	71.4	2,073	2,772	4,845	2,034	704	2,738	307,819	4,876,236	5,184,055	5,409	178	54,699	5,426,917
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	11,930	10,925	2,520	28,803	69.9	2,070	2,772	4,842	2,032	704	2,736	307,819	4,727,344	5,035,163	5,418	185	41,234	5,266,997
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4,538	4,265	2,006	17,629	36.2	193	2,739	2,932	189	696	885	61,354	4,298,149	4,359,503	4,681	177	46,840	4,576,004
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	828	778	366	3,217	6.60	35.3	500	535	34.4	127	161	10,158	711,608	721,765	775	29.2	7,755	757,610

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1,974	1,796	1,403	15,402	32.1	22.1	2,772	2,795	20.6	704	725	—	3,284,600	3,284,600	173	135	13,823	3,342,894
Area	10,292	9,466	612	17,061	36.8	2,019	—	2,019	1,982	—	1,982	264,587	514,370	778,958	789	9.66	—	801,567
Energy	45.0	22.5	393	231	2.45	31.1	—	31.1	31.1	—	31.1	—	1,018,937	1,018,937	93.4	7.01	—	1,023,363
Water	—	—	—	—	—	—	—	—	—	—	—	10,494	58,329	68,823	1,082	26.2	—	103,680
Waste	—	—	—	—	—	—	—	—	—	—	—	32,738	0.00	32,738	3,272	0.00	—	114,538
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	40,875	40,875
Total	12,311	11,285	2,408	32,694	71.4	2,073	2,772	4,845	2,034	704	2,738	307,819	4,876,236	5,184,055	5,409	178	54,699	5,426,917

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1,947	1,766	1,540	14,207	30.8	22.2	2,772	2,795	20.6	704	725	—	3,144,527	3,144,527	182	142	358	3,191,825
Area	9,938	9,136	586	14,365	36.6	2,017	—	2,017	1,980	—	1,980	264,587	505,551	770,138	789	9.59	—	792,716
Energy	45.0	22.5	393	231	2.45	31.1	—	31.1	31.1	—	31.1	—	1,018,937	1,018,937	93.4	7.01	—	1,023,363
Water	—	—	—	—	—	—	—	—	—	—	—	10,494	58,329	68,823	1,082	26.2	—	103,680
Waste	—	—	—	—	—	—	—	—	—	—	—	32,738	0.00	32,738	3,272	0.00	—	114,538
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	40,875	40,875
Total	11,930	10,925	2,520	28,803	69.9	2,070	2,772	4,842	2,032	704	2,736	307,819	4,727,344	5,035,163	5,418	185	41,234	5,266,997
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1,933	1,754	1,555	14,568	31.1	22.1	2,739	2,761	20.6	696	716	—	3,180,216	3,180,216	180	143	5,965	3,233,190
Area	2,560	2,489	57.6	2,830	2.60	140	—	140	137	—	137	18,122	40,668	58,790	54.3	0.71	—	60,358
Energy	45.0	22.5	393	231	2.45	31.1	—	31.1	31.1	—	31.1	—	1,018,937	1,018,937	93.4	7.01	—	1,023,363
Water	—	—	—	—	—	—	—	—	—	—	—	10,494	58,329	68,823	1,082	26.2	—	103,680
Waste	—	—	—	—	—	—	—	—	—	—	—	32,738	0.00	32,738	3,272	0.00	—	114,538
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	40,875	40,875
Total	4,538	4,265	2,006	17,629	36.2	193	2,739	2,932	189	696	885	61,354	4,298,149	4,359,503	4,681	177	46,840	4,576,004
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	353	320	284	2,659	5.68	4.04	500	504	3.76	127	131	—	526,521	526,521	29.8	23.6	988	535,291
Area	467	454	10.5	517	0.47	25.6	—	25.6	25.0	—	25.0	3,000	6,733	9,733	8.99	0.12	—	9,993
Energy	8.21	4.10	71.8	42.1	0.45	5.67	—	5.67	5.67	—	5.67	—	168,697	168,697	15.5	1.16	—	169,429
Water	—	—	—	—	—	—	—	—	—	—	—	1,737	9,657	11,394	179	4.34	—	17,165
Waste	—	—	—	—	—	—	—	—	—	—	—	5,420	0.00	5,420	542	0.00	—	18,963
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6,767	6,767

Total	828	778	366	3,217	6.60	35.3	500	535	34.4	127	161	10,158	711,608	721,765	775	29.2	7,755	757,610

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	650	592	464	5,101	10.7	7.34	920	927	6.83	234	240	—	1,089,677	1,089,677	57.2	44.6	4,587	1,108,983
Apartments Low Rise	172	157	123	1,353	2.83	1.95	244	246	1.81	62.0	63.8	—	288,989	288,989	15.2	11.8	1,217	294,109
Regional Shopping Center	161	147	114	1,255	2.62	1.80	226	227	1.68	57.3	59.0	—	267,260	267,260	14.1	11.0	1,125	272,009
Automobile Care Center	7.92	7.21	5.61	61.6	0.13	0.09	11.1	11.2	0.08	2.81	2.89	—	13,113	13,113	0.69	0.54	55.2	13,346
Hotel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	30.8	28.1	21.9	240	0.50	0.34	43.1	43.5	0.32	11.0	11.3	—	51,087	51,087	2.70	2.10	215	51,995
Industrial Park	744	678	527	5,788	12.1	8.31	1,040	1,049	7.73	264	272	—	1,232,836	1,232,836	65.2	50.6	5,188	1,254,744

Govern Office Building	35.4	32.2	25.1	275	0.57	0.39	49.4	49.8	0.37	12.6	12.9	—	58,591	58,591	3.10	2.41	247	59,632
Place of Worship	18.4	16.7	13.0	143	0.30	0.20	25.7	25.9	0.19	6.51	6.71	—	30,395	30,395	1.61	1.25	128	30,935
Elementary School	150	137	106	1,166	2.43	1.67	210	211	1.56	53.2	54.8	—	248,386	248,386	13.1	10.2	1,045	252,800
City Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Golf Course	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Unenclosed Parking with Elevator	2.58	2.34	1.82	20.0	0.04	0.03	3.60	3.63	0.03	0.91	0.94	—	4,265	4,265	0.23	0.18	17.9	4,341
Total	1,974	1,796	1,403	15,402	32.1	22.1	2,772	2,795	20.6	704	725	—	3,284,600	3,284,600	173	135	13,823	3,342,894
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	642	582	510	4,703	10.2	7.34	920	927	6.83	234	241	—	1,043,192	1,043,192	60.1	47.1	119	1,058,846
Apartments Low Rise	170	154	135	1,247	2.71	1.95	244	246	1.81	62.0	63.8	—	276,661	276,661	15.9	12.5	31.5	280,813
Regional Shopping Center	159	144	126	1,158	2.50	1.80	226	227	1.68	57.3	59.0	—	255,865	255,865	14.8	11.6	29.2	259,720
Automobile Care Center	7.81	7.09	6.16	56.8	0.12	0.09	11.1	11.2	0.08	2.81	2.89	—	12,554	12,554	0.73	0.57	1.43	12,743
Hotel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

General Office Building	30.4	27.6	24.0	221	0.48	0.34	43.1	43.5	0.32	11.0	11.3	—	48,909	48,909	2.84	2.22	5.57	49,646
Industrial Park	734	666	579	5,341	11.5	8.32	1,040	1,049	7.74	264	272	—	1,180,274	1,180,274	68.4	53.5	134	1,198,058
Government Office Building	34.9	31.7	27.5	254	0.55	0.40	49.4	49.8	0.37	12.6	12.9	—	56,093	56,093	3.25	2.54	6.39	56,938
Place of Worship	18.1	16.4	14.3	132	0.28	0.21	25.7	25.9	0.19	6.51	6.71	—	29,099	29,099	1.69	1.32	3.32	29,537
Elementary School	148	134	117	1,076	2.33	1.68	210	211	1.56	53.2	54.8	—	237,796	237,796	13.8	10.8	27.1	241,379
City Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Golf Course	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Unenclosed Parking with Elevator	2.54	2.31	2.00	18.5	0.04	0.03	3.60	3.63	0.03	0.91	0.94	—	4,083	4,083	0.24	0.19	0.47	4,145
Total	1,947	1,766	1,540	14,207	30.8	22.2	2,772	2,795	20.6	704	725	—	3,144,527	3,144,527	182	142	358	3,191,825
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	116	105	94.0	881	1.88	1.34	166	167	1.25	42.2	43.4	—	174,788	174,788	9.86	7.82	328	177,694
Apartments Low Rise	30.9	28.0	24.9	234	0.50	0.36	44.0	44.4	0.33	11.2	11.5	—	46,355	46,355	2.62	2.07	87.0	47,126
Regional Shopping Center	28.9	26.2	23.1	217	0.46	0.33	40.7	41.0	0.31	10.3	10.6	—	42,870	42,870	2.44	1.93	80.4	43,585

Automo Care Center	1.42	1.29	1.14	10.6	0.02	0.02	2.00	2.01	0.02	0.51	0.52	—	2,103	2,103	0.12	0.09	3.94	2,138
Hotel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	5.52	5.01	4.42	41.4	0.09	0.06	7.78	7.84	0.06	1.98	2.03	—	8,195	8,195	0.47	0.37	15.4	8,331
Industrial Park	133	121	107	1,000	2.13	1.52	188	189	1.41	47.7	49.1	—	197,755	197,755	11.2	8.88	371	201,054
Government Office Building	6.12	5.56	4.91	46.0	0.10	0.07	8.63	8.70	0.06	2.19	2.26	—	9,096	9,096	0.52	0.41	17.1	9,247
Place of Worship	3.28	2.98	2.63	24.7	0.05	0.04	4.63	4.67	0.03	1.18	1.21	—	4,875	4,875	0.28	0.22	9.14	4,957
Elementary School	26.8	24.3	21.5	201	0.43	0.31	37.8	38.1	0.28	9.61	9.89	—	39,843	39,843	2.26	1.79	74.7	40,508
City Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Golf Course	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Unenclosed Parking with Elevator	0.43	0.39	0.35	3.23	0.01	< 0.005	0.61	0.61	< 0.005	0.15	0.16	—	640	640	0.04	0.03	1.20	650
Total	353	320	284	2,659	5.68	4.04	500	504	3.76	127	131	—	526,521	526,521	29.8	23.6	988	535,291

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	147,040	147,040	13.9	1.69	—	147,891
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	21,689	21,689	2.05	0.25	—	21,815
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	33,075	33,075	3.13	0.38	—	33,266
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	1,587	1,587	0.15	0.02	—	1,596
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	2,888	2,888	0.27	0.03	—	2,905
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	11,478	11,478	1.09	0.13	—	11,544
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	276,845	276,845	26.2	3.18	—	278,447
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	13,151	13,151	1.24	0.15	—	13,227
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	—	3,677	3,677	0.35	0.04	—	3,699
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	19,576	19,576	1.85	0.22	—	19,690
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

Golf Course	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	140	140	0.01	< 0.005	—	141
Total	—	—	—	—	—	—	—	—	—	—	—	—	531,148	531,148	50.3	6.09	—	534,221
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	147,040	147,040	13.9	1.69	—	147,891
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	21,689	21,689	2.05	0.25	—	21,815
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	33,075	33,075	3.13	0.38	—	33,266
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	1,587	1,587	0.15	0.02	—	1,596
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	2,888	2,888	0.27	0.03	—	2,905
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	11,478	11,478	1.09	0.13	—	11,544
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	276,845	276,845	26.2	3.18	—	278,447
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	13,151	13,151	1.24	0.15	—	13,227

Place of Worship	—	—	—	—	—	—	—	—	—	—	—	—	3,677	3,677	0.35	0.04	—	3,699
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	19,576	19,576	1.85	0.22	—	19,690
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Golf Course	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	140	140	0.01	< 0.005	—	141
Total	—	—	—	—	—	—	—	—	—	—	—	—	531,148	531,148	50.3	6.09	—	534,221
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	24,344	24,344	2.30	0.28	—	24,485
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	3,591	3,591	0.34	0.04	—	3,612
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	5,476	5,476	0.52	0.06	—	5,508
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	263	263	0.02	< 0.005	—	264
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	478	478	0.05	0.01	—	481
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	1,900	1,900	0.18	0.02	—	1,911

Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	45,835	45,835	4.34	0.53	—	46,100
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	2,177	2,177	0.21	0.02	—	2,190
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	—	609	609	0.06	0.01	—	612
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	3,241	3,241	0.31	0.04	—	3,260
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Golf Course	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	23.2	23.2	< 0.005	< 0.005	—	23.3
Total	—	—	—	—	—	—	—	—	—	—	—	—	87,938	87,938	8.32	1.01	—	88,446

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	25.3	12.6	216	92.0	1.38	17.5	—	17.5	17.5	—	17.5	—	274,295	274,295	24.3	0.52	—	275,056
Apartments Low Rise	2.85	1.43	24.4	10.4	0.16	1.97	—	1.97	1.97	—	1.97	—	30,942	30,942	2.74	0.06	—	31,027

Regiona Shopping Center	0.62	0.31	5.67	4.76	0.03	0.43	—	0.43	0.43	—	0.43	—	6,765	6,765	0.60	0.01	—	6,784
Automo bile Care Center	0.22	0.11	1.99	1.67	0.01	0.15	—	0.15	0.15	—	0.15	—	2,376	2,376	0.21	< 0.005	—	2,383
Hotel	0.18	0.09	1.68	1.41	0.01	0.13	—	0.13	0.13	—	0.13	—	1,999	1,999	0.18	< 0.005	—	2,005
General Office Building	0.50	0.25	4.59	3.86	0.03	0.35	—	0.35	0.35	—	0.35	—	5,478	5,478	0.48	0.01	—	5,493
Industria l Park	12.2	6.09	111	93.0	0.66	8.42	—	8.42	8.42	—	8.42	—	132,120	132,120	11.7	0.25	—	132,486
Govern ment Office Building	0.58	0.29	5.26	4.42	0.03	0.40	—	0.40	0.40	—	0.40	—	6,276	6,276	0.56	0.01	—	6,294
Place of Worship	0.51	0.25	4.61	3.88	0.03	0.35	—	0.35	0.35	—	0.35	—	5,505	5,505	0.49	0.01	—	5,521
Element ary School	2.03	1.02	18.5	15.5	0.11	1.40	—	1.40	1.40	—	1.40	—	22,033	22,033	1.95	0.04	—	22,094
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Golf Course	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Unenclo sed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	45.0	22.5	393	231	2.45	31.1	—	31.1	31.1	—	31.1	—	487,789	487,789	43.2	0.92	—	489,142
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Single Family Housing	25.3	12.6	216	92.0	1.38	17.5	—	17.5	17.5	—	17.5	—	274,295	274,295	24.3	0.52	—	275,056
Apartments Low Rise	2.85	1.43	24.4	10.4	0.16	1.97	—	1.97	1.97	—	1.97	—	30,942	30,942	2.74	0.06	—	31,027
Regional Shopping Center	0.62	0.31	5.67	4.76	0.03	0.43	—	0.43	0.43	—	0.43	—	6,765	6,765	0.60	0.01	—	6,784
Automobile Care Center	0.22	0.11	1.99	1.67	0.01	0.15	—	0.15	0.15	—	0.15	—	2,376	2,376	0.21	< 0.005	—	2,383
Hotel	0.18	0.09	1.68	1.41	0.01	0.13	—	0.13	0.13	—	0.13	—	1,999	1,999	0.18	< 0.005	—	2,005
General Office Building	0.50	0.25	4.59	3.86	0.03	0.35	—	0.35	0.35	—	0.35	—	5,478	5,478	0.48	0.01	—	5,493
Industrial Park	12.2	6.09	111	93.0	0.66	8.42	—	8.42	8.42	—	8.42	—	132,120	132,120	11.7	0.25	—	132,486
Government Office Building	0.58	0.29	5.26	4.42	0.03	0.40	—	0.40	0.40	—	0.40	—	6,276	6,276	0.56	0.01	—	6,294
Place of Worship	0.51	0.25	4.61	3.88	0.03	0.35	—	0.35	0.35	—	0.35	—	5,505	5,505	0.49	0.01	—	5,521
Elementary School	2.03	1.02	18.5	15.5	0.11	1.40	—	1.40	1.40	—	1.40	—	22,033	22,033	1.95	0.04	—	22,094
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Golf Course	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Unenclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	45.0	22.5	393	231	2.45	31.1	—	31.1	31.1	—	31.1	—	487,789	487,789	43.2	0.92	—	489,142
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	4.62	2.31	39.4	16.8	0.25	3.19	—	3.19	3.19	—	3.19	—	45,413	45,413	4.02	0.09	—	45,539
Apartments Low Rise	0.52	0.26	4.45	1.89	0.03	0.36	—	0.36	0.36	—	0.36	—	5,123	5,123	0.45	0.01	—	5,137
Regional Shopping Center	0.11	0.06	1.03	0.87	0.01	0.08	—	0.08	0.08	—	0.08	—	1,120	1,120	0.10	< 0.005	—	1,123
Automobile Care Center	0.04	0.02	0.36	0.31	< 0.005	0.03	—	0.03	0.03	—	0.03	—	393	393	0.03	< 0.005	—	394
Hotel	0.03	0.02	0.31	0.26	< 0.005	0.02	—	0.02	0.02	—	0.02	—	331	331	0.03	< 0.005	—	332
General Office Building	0.09	0.05	0.84	0.70	0.01	0.06	—	0.06	0.06	—	0.06	—	907	907	0.08	< 0.005	—	909
Industrial Park	2.22	1.11	20.2	17.0	0.12	1.54	—	1.54	1.54	—	1.54	—	21,874	21,874	1.94	0.04	—	21,935
Government Office Building	0.11	0.05	0.96	0.81	0.01	0.07	—	0.07	0.07	—	0.07	—	1,039	1,039	0.09	< 0.005	—	1,042
Place of Worship	0.09	0.05	0.84	0.71	0.01	0.06	—	0.06	0.06	—	0.06	—	911	911	0.08	< 0.005	—	914
Elementary School	0.37	0.19	3.37	2.83	0.02	0.26	—	0.26	0.26	—	0.26	—	3,648	3,648	0.32	0.01	—	3,658

City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Golf Course	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Unenclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	8.21	4.10	71.8	42.1	0.45	5.67	—	5.67	5.67	—	5.67	—	80,759	80,759	7.15	0.15	—	80,983

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	8,181	7,378	586	14,365	36.6	2,017	—	2,017	1,980	—	1,980	264,587	505,551	770,138	789	9.59	—	792,716
Consumer Products	1,608	1,608	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	150	150	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	354	331	25.5	2,696	0.14	2.84	—	2.84	2.15	—	2.15	—	8,820	8,820	0.37	0.07	—	8,851
Total	10,292	9,466	612	17,061	36.8	2,019	—	2,019	1,982	—	1,982	264,587	514,370	778,958	789	9.66	—	801,567

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	8,181	7,378	586	14,365	36.6	2,017	—	2,017	1,980	—	1,980	264,587	505,551	770,138	789	9.59	—	792,716
Consumer Products	1,608	1,608	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	150	150	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	9,938	9,136	586	14,365	36.6	2,017	—	2,017	1,980	—	1,980	264,587	505,551	770,138	789	9.59	—	792,716
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	102	92.2	7.33	180	0.46	25.2	—	25.2	24.7	—	24.7	3,000	5,733	8,733	8.95	0.11	—	8,989
Consumer Products	293	293	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	27.3	27.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	44.2	41.3	3.18	337	0.02	0.36	—	0.36	0.27	—	0.27	—	1,000	1,000	0.04	0.01	—	1,004
Total	467	454	10.5	517	0.47	25.6	—	25.6	25.0	—	25.0	3,000	6,733	9,733	8.99	0.12	—	9,993

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	1,595	28,132	29,726	166	4.21	—	35,135
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	423	1,435	1,858	43.5	1.05	—	3,257
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	500	1,698	2,199	51.5	1.24	—	3,855
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	31.2	106	137	3.21	0.08	—	240
Hotel	—	—	—	—	—	—	—	—	—	—	—	7.24	24.6	31.8	0.74	0.02	—	55.8
General Office Building	—	—	—	—	—	—	—	—	—	—	—	230	779	1,008	23.6	0.57	—	1,768
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	7,208	24,456	31,664	741	17.8	—	55,514
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	294	998	1,293	30.3	0.73	—	2,267
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	24.0	81.6	106	2.47	0.06	—	185
Elementary School	—	—	—	—	—	—	—	—	—	—	—	182	618	800	18.7	0.45	—	1,402
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Golf Course	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Unenclo Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	10,494	58,329	68,823	1,082	26.2	—	103,680
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	1,595	28,132	29,726	166	4.21	—	35,135
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	423	1,435	1,858	43.5	1.05	—	3,257
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	500	1,698	2,199	51.5	1.24	—	3,855
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	31.2	106	137	3.21	0.08	—	240
Hotel	—	—	—	—	—	—	—	—	—	—	—	7.24	24.6	31.8	0.74	0.02	—	55.8
General Office Building	—	—	—	—	—	—	—	—	—	—	—	230	779	1,008	23.6	0.57	—	1,768
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	7,208	24,456	31,664	741	17.8	—	55,514
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	294	998	1,293	30.3	0.73	—	2,267
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	24.0	81.6	106	2.47	0.06	—	185

Elementary School	—	—	—	—	—	—	—	—	—	—	—	182	618	800	18.7	0.45	—	1,402
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Golf Course	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	10,494	58,329	68,823	1,082	26.2	—	103,680
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	264	4,658	4,922	27.5	0.70	—	5,817
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	70.0	238	308	7.20	0.17	—	539
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	82.9	281	364	8.52	0.21	—	638
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	5.16	17.5	22.7	0.53	0.01	—	39.8
Hotel	—	—	—	—	—	—	—	—	—	—	—	1.20	4.07	5.27	0.12	< 0.005	—	9.24
General Office Building	—	—	—	—	—	—	—	—	—	—	—	38.0	129	167	3.91	0.09	—	293
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	1,193	4,049	5,242	123	2.95	—	9,191

Government	—	—	—	—	—	—	—	—	—	—	—	48.7	165	214	5.01	0.12	—	375
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	3.98	13.5	17.5	0.41	0.01	—	30.7
Elementary School	—	—	—	—	—	—	—	—	—	—	—	30.1	102	132	3.10	0.07	—	232
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Golf Course	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1,737	9,657	11,394	179	4.34	—	17,165

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	12,171	0.00	12,171	1,216	0.00	—	42,583
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	3,038	0.00	3,038	304	0.00	—	10,628

Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	1,995	0.00	1,995	199	0.00	—	6,981
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	356	0.00	356	35.6	0.00	—	1,246
Hotel	—	—	—	—	—	—	—	—	—	—	—	44.0	0.00	44.0	4.39	0.00	—	154
General Office Building	—	—	—	—	—	—	—	—	—	—	—	338	0.00	338	33.8	0.00	—	1,182
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	10,870	0.00	10,870	1,086	0.00	—	38,029
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	387	0.00	387	38.7	0.00	—	1,356
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	1,232	0.00	1,232	123	0.00	—	4,310
Elementary School	—	—	—	—	—	—	—	—	—	—	—	2,296	0.00	2,296	229	0.00	—	8,033
City Park	—	—	—	—	—	—	—	—	—	—	—	4.71	0.00	4.71	0.47	0.00	—	16.5
Golf Course	—	—	—	—	—	—	—	—	—	—	—	5.96	0.00	5.96	0.60	0.00	—	20.9
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	32,738	0.00	32,738	3,272	0.00	—	114,538
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	12,171	0.00	12,171	1,216	0.00	—	42,583
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	3,038	0.00	3,038	304	0.00	—	10,628
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	1,995	0.00	1,995	199	0.00	—	6,981
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	356	0.00	356	35.6	0.00	—	1,246
Hotel	—	—	—	—	—	—	—	—	—	—	—	44.0	0.00	44.0	4.39	0.00	—	154
General Office Building	—	—	—	—	—	—	—	—	—	—	—	338	0.00	338	33.8	0.00	—	1,182
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	10,870	0.00	10,870	1,086	0.00	—	38,029
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	387	0.00	387	38.7	0.00	—	1,356
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	1,232	0.00	1,232	123	0.00	—	4,310
Elementary School	—	—	—	—	—	—	—	—	—	—	—	2,296	0.00	2,296	229	0.00	—	8,033
City Park	—	—	—	—	—	—	—	—	—	—	—	4.71	0.00	4.71	0.47	0.00	—	16.5
Golf Course	—	—	—	—	—	—	—	—	—	—	—	5.96	0.00	5.96	0.60	0.00	—	20.9

Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	32,738	0.00	32,738	3,272	0.00	—	114,538
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	2,015	0.00	2,015	201	0.00	—	7,050
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	503	0.00	503	50.3	0.00	—	1,760
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	330	0.00	330	33.0	0.00	—	1,156
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	59.0	0.00	59.0	5.89	0.00	—	206
Hotel	—	—	—	—	—	—	—	—	—	—	—	7.28	0.00	7.28	0.73	0.00	—	25.5
General Office Building	—	—	—	—	—	—	—	—	—	—	—	55.9	0.00	55.9	5.59	0.00	—	196
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	1,800	0.00	1,800	180	0.00	—	6,296
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	64.1	0.00	64.1	6.41	0.00	—	224
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	204	0.00	204	20.4	0.00	—	714
Elementary School	—	—	—	—	—	—	—	—	—	—	—	380	0.00	380	38.0	0.00	—	1,330

City Park	—	—	—	—	—	—	—	—	—	—	—	0.78	0.00	0.78	0.08	0.00	—	2.73
Golf Course	—	—	—	—	—	—	—	—	—	—	—	0.99	0.00	0.99	0.10	0.00	—	3.45
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	5,420	0.00	5,420	542	0.00	—	18,963

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	312	312
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	45.0	45.0
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16.9	16.9
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	35,912	35,912
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	338	338

General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.64	1.64
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,234	4,234
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.88	1.88
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.55	1.55
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12.7	12.7
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Golf Course	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	40,875	40,875
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	312	312
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	45.0	45.0
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16.9	16.9
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	35,912	35,912

Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	338	338
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.64	1.64
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,234	4,234
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.88	1.88
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.55	1.55
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12.7	12.7
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Golf Course	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	40,875	40,875
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	51.6	51.6
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.44	7.44
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.80	2.80
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5,946	5,946

Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	55.9	55.9
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.27	0.27
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	701	701
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.31	0.31
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.26	0.26
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.10	2.10
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Golf Course	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6,767	6,767

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Single Family Housing	156,952	156,952	156,952	57,287,400	1,297,745	1,297,745	1,297,745	473,676,908
Apartments Low Rise	41,625	41,625	41,625	15,192,990	344,170	344,170	344,170	125,622,188
Regional Shopping Center	39,103	39,103	39,103	14,272,719	318,155	318,155	318,155	116,126,491

Automobile Care Center	1,919	1,919	1,919	700,278	15,610	15,610	15,610	5,697,641
Hotel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	7,475	7,475	7,475	2,728,251	60,816	60,816	60,816	22,197,747
Industrial Park	180,379	180,379	180,379	65,838,280	1,467,608	1,467,608	1,467,608	535,677,076
Government Office Building	8,186	8,573	8,573	3,028,222	66,604	69,749	69,749	24,638,388
Place of Worship	4,447	4,447	4,447	1,623,188	36,183	36,183	36,183	13,206,671
Elementary School	36,342	36,342	36,342	13,264,804	295,687	295,687	295,687	107,925,839
City Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Golf Course	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unenclosed Parking with Elevator	577	577	624	212,956	4,692	4,692	5,077	1,732,661

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Single Family Housing	—
Wood Fireplaces	1116
Gas Fireplaces	18977
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	2233
Conventional Wood Stoves	0
Catalytic Wood Stoves	1116

Non-Catalytic Wood Stoves	1116
Pellet Wood Stoves	0
Apartments Low Rise	—
Wood Fireplaces	296
Gas Fireplaces	5033
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	592
Conventional Wood Stoves	0
Catalytic Wood Stoves	296
Non-Catalytic Wood Stoves	296
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
100869219	33,623,073	37,959,501	12,652,644	3,136

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)

Single Family Housing	153,941,009	349	0.0330	0.0040	855,874,939
Apartments Low Rise	22,707,304	349	0.0330	0.0040	96,545,905
Regional Shopping Center	34,627,329	349	0.0330	0.0040	21,108,253
Automobile Care Center	1,661,683	349	0.0330	0.0040	7,414,281
Hotel	3,023,605	349	0.0330	0.0040	6,238,280
General Office Building	12,016,558	349	0.0330	0.0040	17,091,605
Industrial Park	289,838,492	349	0.0330	0.0040	412,248,253
Government Office Building	13,768,363	349	0.0330	0.0040	19,583,264
Place of Worship	3,850,016	349	0.0330	0.0040	17,178,431
Elementary School	20,495,153	349	0.0330	0.0040	68,749,970
City Park	0.00	349	0.0330	0.0040	0.00
Golf Course	0.00	349	0.0330	0.0040	0.00
Unenclosed Parking with Elevator	146,536	349	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	832,174,859	4,482,434,059
Apartments Low Rise	220,698,170	0.00
Regional Shopping Center	261,179,711	0.00
Automobile Care Center	16,276,032	0.00
Hotel	3,779,649	0.00
General Office Building	119,792,546	0.00
Industrial Park	3,761,281,250	0.00
Government Office Building	153,563,937	0.00
Place of Worship	12,546,852	0.00
Elementary School	95,022,898	0.00

City Park	0.00	0.00
Golf Course	0.00	0.00
Unenclosed Parking with Elevator	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	22,584	—
Apartments Low Rise	5,637	—
Regional Shopping Center	3,702	—
Automobile Care Center	661	—
Hotel	81.6	—
General Office Building	627	—
Industrial Park	20,169	—
Government Office Building	719	—
Place of Worship	2,286	—
Elementary School	4,260	—
City Park	8.74	—
Golf Course	11.1	—
Unenclosed Parking with Elevator	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0

Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Regional Shopping Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Regional Shopping Center	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Automobile Care Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Automobile Care Center	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	18.0
Hotel	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Hotel	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Hotel	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Industrial Park	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0
Government Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00

Government Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Place of Worship	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Place of Worship	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Place of Worship	Stand-alone retail refrigerators and freezers	R-134a	1,430	< 0.005	1.00	0.00	1.00
Place of Worship	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Elementary School	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Elementary School	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Elementary School	Stand-alone retail refrigerators and freezers	R-134a	1,430	< 0.005	1.00	0.00	1.00
Elementary School	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
City Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
City Park	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Golf Course	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Golf Course	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	6.58	annual days of extreme heat
Extreme Precipitation	4.40	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A

Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	29.9
AQ-PM	86.0
AQ-DPM	54.0
Drinking Water	55.3
Lead Risk Housing	88.5
Pesticides	0.00
Toxic Releases	99.3
Traffic	31.4
Effect Indicators	—
CleanUp Sites	65.0
Groundwater	66.1
Haz Waste Facilities/Generators	85.5
Impaired Water Bodies	66.7
Solid Waste	60.5
Sensitive Population	—
Asthma	95.0
Cardio-vascular	79.7
Low Birth Weights	96.4
Socioeconomic Factor Indicators	—
Education	93.8
Housing	99.0
Linguistic	50.5
Poverty	92.6
Unemployment	84.0

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	14.88515334
Employed	9.919158219
Median HI	6.916463493
Education	—
Bachelor's or higher	10.07314256
High school enrollment	6.916463493
Preschool enrollment	39.79212113
Transportation	—
Auto Access	4.350057744
Active commuting	81.25240601
Social	—
2-parent households	3.695624278
Voting	3.708456307
Neighborhood	—
Alcohol availability	23.94456564
Park access	9.072244322
Retail density	32.25972026
Supermarket access	80.6236366
Tree canopy	36.73809829
Housing	—
Homeownership	14.6413448
Housing habitability	17.27191069
Low-inc homeowner severe housing cost burden	85.70511998
Low-inc renter severe housing cost burden	5.812909021

Uncrowded housing	9.816501989
Health Outcomes	—
Insured adults	53.31707943
Arthritis	32.0
Asthma ER Admissions	5.1
High Blood Pressure	12.0
Cancer (excluding skin)	74.5
Asthma	3.1
Coronary Heart Disease	28.5
Chronic Obstructive Pulmonary Disease	14.4
Diagnosed Diabetes	6.8
Life Expectancy at Birth	2.5
Cognitively Disabled	38.1
Physically Disabled	8.1
Heart Attack ER Admissions	7.7
Mental Health Not Good	8.9
Chronic Kidney Disease	10.6
Obesity	3.7
Pedestrian Injuries	55.7
Physical Health Not Good	10.9
Stroke	5.6
Health Risk Behaviors	—
Binge Drinking	81.4
Current Smoker	9.9
No Leisure Time for Physical Activity	16.7
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0

Children	6.0
Elderly	82.5
English Speaking	37.0
Foreign-born	51.9
Outdoor Workers	46.3
Climate Change Adaptive Capacity	—
Impervious Surface Cover	17.2
Traffic Density	43.4
Traffic Access	68.4
Other Indices	—
Hardship	94.9
Other Decision Support	—
2016 Voting	4.2

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	98.0
Healthy Places Index Score for Project Location (b)	4.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Land use types and sizes (building SF and acreage) updated to reflect existing conditions in the City.
Operations: Vehicle Data	Updated trip rate, trip length, purpose and percentages based on existing and project traffic information provided by Iteris received 10/31/24.

Compton GPU: Existing Conditions (2045) Detailed Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Compton GPU: Existing Conditions (2045)
Operational Year	2045
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	2.20
Precipitation (days)	17.8
Location	Compton, CA, USA
County	Los Angeles-South Coast
City	Compton
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4266
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Single Family Housing	22,326	Dwelling Unit	2,581	43,535,700	261,501,246	—	85,127	—

Apartments Low Rise	5,921	Dwelling Unit	285	6,276,260	0.00	—	22,563	—
Regional Shopping Center	3,526	1000sqft	348	3,525,714	0.00	—	—	—
Automobile Care Center	173	1000sqft	24.6	173,223	0.00	—	—	—
Hotel	149	Room	9.60	216,069	0.00	—	—	—
General Office Building	674	1000sqft	30.0	674,319	0.00	—	—	—
Industrial Park	16,265	1000sqft	1,142	16,264,525	0.00	—	—	—
Government Office Building	773	1000sqft	54.5	772,623	0.00	—	—	—
Place of Worship	401	1000sqft	59.4	401,347	0.00	—	—	—
Elementary School	3,277	1000sqft	479	3,276,946	0.00	0.00	—	—
City Park	102	Acre	102	0.00	0.00	0.00	—	—
Golf Course	11.9	Acre	11.9	0.00	0.00	0.00	—	—
Unenclosed Parking with Elevator	52.1	1000sqft	1.20	52,060	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	11,423	10,487	1,605	26,048	63.9	2,060	2,771	4,831	2,022	704	2,725	307,819	3,515,678	3,823,497	5,266	125	41,522	4,033,821
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	11,079	10,166	1,637	22,631	62.7	2,057	2,771	4,828	2,020	704	2,723	307,819	3,402,075	3,709,894	5,269	129	40,892	3,920,902
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3,683	3,502	1,110	11,316	29.0	180	2,739	2,920	177	696	873	61,354	2,965,358	3,026,712	4,534	120	41,155	3,217,014
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	672	639	203	2,065	5.29	32.9	500	533	32.3	127	159	10,158	490,949	501,107	751	19.9	6,814	532,613

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1,097	1,008	602	8,739	24.7	9.35	2,771	2,780	8.73	704	712	—	2,513,518	2,513,518	85.8	88.5	647	2,542,684
Area	10,282	9,456	610	17,079	36.8	2,019	—	2,019	1,982	—	1,982	264,587	514,370	778,958	789	9.66	—	801,567
Energy	45.0	22.5	393	231	2.45	31.1	—	31.1	31.1	—	31.1	—	487,789	487,789	43.2	0.92	—	489,142
Water	—	—	—	—	—	—	—	—	—	—	—	10,494	0.00	10,494	1,076	25.6	—	45,013
Waste	—	—	—	—	—	—	—	—	—	—	—	32,738	0.00	32,738	3,272	0.00	—	114,538
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	40,875	40,875
Total	11,423	10,487	1,605	26,048	63.9	2,060	2,771	4,831	2,022	704	2,725	307,819	3,515,678	3,823,497	5,266	125	41,522	4,033,821

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1,096	1,008	657	8,036	23.6	9.35	2,771	2,780	8.74	704	712	—	2,408,735	2,408,735	88.6	92.8	16.8	2,438,617
Area	9,938	9,136	586	14,365	36.6	2,017	—	2,017	1,980	—	1,980	264,587	505,551	770,138	789	9.59	—	792,716
Energy	45.0	22.5	393	231	2.45	31.1	—	31.1	31.1	—	31.1	—	487,789	487,789	43.2	0.92	—	489,142
Water	—	—	—	—	—	—	—	—	—	—	—	10,494	0.00	10,494	1,076	25.6	—	45,013
Waste	—	—	—	—	—	—	—	—	—	—	—	32,738	0.00	32,738	3,272	0.00	—	114,538
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	40,875	40,875
Total	11,079	10,166	1,637	22,631	62.7	2,057	2,771	4,828	2,020	704	2,723	307,819	3,402,075	3,709,894	5,269	129	40,892	3,920,902
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1,086	997	660	8,243	23.9	9.35	2,739	2,749	8.74	696	705	—	2,436,901	2,436,901	88.1	93.0	279	2,467,086
Area	2,553	2,482	56.6	2,842	2.60	140	—	140	137	—	137	18,122	40,668	58,790	54.3	0.71	—	60,358
Energy	45.0	22.5	393	231	2.45	31.1	—	31.1	31.1	—	31.1	—	487,789	487,789	43.2	0.92	—	489,142
Water	—	—	—	—	—	—	—	—	—	—	—	10,494	0.00	10,494	1,076	25.6	—	45,013
Waste	—	—	—	—	—	—	—	—	—	—	—	32,738	0.00	32,738	3,272	0.00	—	114,538
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	40,875	40,875
Total	3,683	3,502	1,110	11,316	29.0	180	2,739	2,920	177	696	873	61,354	2,965,358	3,026,712	4,534	120	41,155	3,217,014
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	198	182	120	1,504	4.37	1.71	500	502	1.59	127	129	—	403,457	403,457	14.6	15.4	46.2	408,454
Area	466	453	10.3	519	0.47	25.5	—	25.5	25.0	—	25.0	3,000	6,733	9,733	8.99	0.12	—	9,993
Energy	8.21	4.10	71.8	42.1	0.45	5.67	—	5.67	5.67	—	5.67	—	80,759	80,759	7.15	0.15	—	80,983
Water	—	—	—	—	—	—	—	—	—	—	—	1,737	0.00	1,737	178	4.23	—	7,452
Waste	—	—	—	—	—	—	—	—	—	—	—	5,420	0.00	5,420	542	0.00	—	18,963
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6,767	6,767
Total	672	639	203	2,065	5.29	32.9	500	533	32.3	127	159	10,158	490,949	501,107	751	19.9	6,814	532,613

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	361	332	199	2,894	8.19	3.10	919	922	2.90	233	236	—	833,745	833,745	28.4	29.3	215	843,397
Apartments Low Rise	95.9	88.1	52.8	768	2.17	0.82	244	245	0.77	61.9	62.7	—	221,115	221,115	7.52	7.77	56.9	223,674
Regional Shopping Center	89.7	82.5	49.1	712	2.01	0.76	225	226	0.71	57.3	58.0	—	204,575	204,575	7.00	7.22	52.6	206,953
Automobile Care Center	4.40	4.05	2.41	34.9	0.10	0.04	11.1	11.1	0.03	2.81	2.84	—	10,037	10,037	0.34	0.35	2.58	10,154
Hotel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	17.1	15.8	9.38	136	0.38	0.15	43.1	43.2	0.14	10.9	11.1	—	39,105	39,105	1.34	1.38	10.1	39,559
Industrial Park	414	381	226	3,284	9.27	3.51	1,040	1,044	3.28	264	267	—	943,678	943,678	32.3	33.3	243	954,648

Government Office Building	19.7	18.1	10.8	156	0.44	0.17	49.4	49.6	0.16	12.6	12.7	—	44,849	44,849	1.53	1.58	11.5	45,370
Place of Worship	10.2	9.38	5.58	81.0	0.23	0.09	25.6	25.7	0.08	6.51	6.59	—	23,266	23,266	0.80	0.82	5.99	23,536
Elementary School	83.4	76.7	45.6	662	1.87	0.71	210	210	0.66	53.2	53.9	—	190,128	190,128	6.51	6.71	48.9	192,338
City Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Golf Course	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Unenclosed Parking with Elevator	1.32	1.22	0.72	10.5	0.03	0.01	3.33	3.34	0.01	0.85	0.86	—	3,020	3,020	0.10	0.11	0.78	3,056
Total	1,097	1,008	602	8,739	24.7	9.35	2,771	2,780	8.73	704	712	—	2,513,518	2,513,518	85.8	88.5	647	2,542,684
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	361	332	217	2,660	7.84	3.10	919	922	2.90	233	236	—	798,977	798,977	29.3	30.7	5.57	808,864
Apartments Low Rise	95.8	88.0	57.6	706	2.08	0.82	244	245	0.77	61.9	62.7	—	211,894	211,894	7.76	8.14	1.48	214,516
Regional Shopping Center	89.6	82.4	53.6	655	1.92	0.76	225	226	0.71	57.3	58.0	—	196,049	196,049	7.23	7.57	1.36	198,485
Automobile Care Center	4.40	4.04	2.63	32.1	0.09	0.04	11.1	11.1	0.03	2.81	2.84	—	9,619	9,619	0.35	0.37	0.07	9,738

Hotel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	17.1	15.8	10.3	125	0.37	0.15	43.1	43.2	0.14	10.9	11.1	—	37,475	37,475	1.38	1.45	0.26	37,941
Industrial Park	413	380	247	3,021	8.88	3.51	1,040	1,044	3.28	264	267	—	904,348	904,348	33.3	34.9	6.30	915,587
Government Office Building	19.6	18.1	11.8	144	0.42	0.17	49.4	49.6	0.16	12.6	12.7	—	42,979	42,979	1.58	1.66	0.30	43,514
Place of Worship	10.2	9.37	6.10	74.5	0.22	0.09	25.6	25.7	0.08	6.51	6.59	—	22,296	22,296	0.82	0.86	0.16	22,573
Elementary School	83.3	76.6	49.9	609	1.79	0.71	210	210	0.66	53.2	53.9	—	182,204	182,204	6.72	7.03	1.27	184,468
City Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Golf Course	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Unenclosed Parking with Elevator	1.32	1.22	0.79	9.67	0.03	0.01	3.33	3.34	0.01	0.85	0.86	—	2,895	2,895	0.11	0.11	0.02	2,931
Total	1,096	1,008	657	8,036	23.6	9.35	2,771	2,780	8.74	704	712	—	2,408,735	2,408,735	88.6	92.8	16.8	2,438,617
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	65.3	59.9	39.8	498	1.45	0.57	166	166	0.53	42.1	42.7	—	133,827	133,827	4.82	5.09	15.3	135,481
Apartments Low Rise	17.3	15.9	10.6	132	0.38	0.15	44.0	44.1	0.14	11.2	11.3	—	35,492	35,492	1.28	1.35	4.07	35,930

Regional Shopping	16.2	14.9	9.82	123	0.36	0.14	40.7	40.8	0.13	10.3	10.5	—	32,838	32,838	1.19	1.25	3.76	33,245
Automobile Care Center	0.79	0.73	0.48	6.02	0.02	0.01	2.00	2.00	0.01	0.51	0.51	—	1,611	1,611	0.06	0.06	0.18	1,631
Hotel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	3.10	2.84	1.88	23.4	0.07	0.03	7.78	7.80	0.02	1.98	2.00	—	6,277	6,277	0.23	0.24	0.72	6,355
Industrial Park	74.7	68.7	45.3	566	1.64	0.64	188	188	0.60	47.7	48.3	—	151,475	151,475	5.49	5.79	17.4	153,355
Government Office Building	3.55	3.26	2.15	26.9	0.08	0.03	8.92	8.95	0.03	2.27	2.29	—	7,199	7,199	0.26	0.28	0.82	7,288
Place of Worship	1.84	1.69	1.12	13.9	0.04	0.02	4.63	4.64	0.01	1.18	1.19	—	3,735	3,735	0.14	0.14	0.43	3,781
Elementary School	15.1	13.8	9.13	114	0.33	0.13	37.8	37.9	0.12	9.60	9.72	—	30,519	30,519	1.11	1.17	3.50	30,897
City Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Golf Course	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Unenclosed Parking with Elevator	0.24	0.22	0.15	1.81	0.01	< 0.005	0.60	0.60	< 0.005	0.15	0.15	—	485	485	0.02	0.02	0.06	491
Total	198	182	120	1,504	4.37	1.71	500	502	1.59	127	129	—	403,457	403,457	14.6	15.4	46.2	408,454

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

Elementary	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Golf Course	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

Govern Office Building	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Golf Course	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Golf Course	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	25.3	12.6	216	92.0	1.38	17.5	—	17.5	17.5	—	17.5	—	274,295	274,295	24.3	0.52	—	275,056

Apartment Low Rise	2.85	1.43	24.4	10.4	0.16	1.97	—	1.97	1.97	—	1.97	—	30,942	30,942	2.74	0.06	—	31,027
Regional Shopping Center	0.62	0.31	5.67	4.76	0.03	0.43	—	0.43	0.43	—	0.43	—	6,765	6,765	0.60	0.01	—	6,784
Automobile Care Center	0.22	0.11	1.99	1.67	0.01	0.15	—	0.15	0.15	—	0.15	—	2,376	2,376	0.21	< 0.005	—	2,383
Hotel	0.18	0.09	1.68	1.41	0.01	0.13	—	0.13	0.13	—	0.13	—	1,999	1,999	0.18	< 0.005	—	2,005
General Office Building	0.50	0.25	4.59	3.86	0.03	0.35	—	0.35	0.35	—	0.35	—	5,478	5,478	0.48	0.01	—	5,493
Industrial Park	12.2	6.09	111	93.0	0.66	8.42	—	8.42	8.42	—	8.42	—	132,120	132,120	11.7	0.25	—	132,486
Government Office Building	0.58	0.29	5.26	4.42	0.03	0.40	—	0.40	0.40	—	0.40	—	6,276	6,276	0.56	0.01	—	6,294
Place of Worship	0.51	0.25	4.61	3.88	0.03	0.35	—	0.35	0.35	—	0.35	—	5,505	5,505	0.49	0.01	—	5,521
Elementary School	2.03	1.02	18.5	15.5	0.11	1.40	—	1.40	1.40	—	1.40	—	22,033	22,033	1.95	0.04	—	22,094
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Golf Course	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Unenclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	45.0	22.5	393	231	2.45	31.1	—	31.1	31.1	—	31.1	—	487,789	487,789	43.2	0.92	—	489,142

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	25.3	12.6	216	92.0	1.38	17.5	—	17.5	17.5	—	17.5	—	274,295	274,295	24.3	0.52	—	275,056
Apartments Low Rise	2.85	1.43	24.4	10.4	0.16	1.97	—	1.97	1.97	—	1.97	—	30,942	30,942	2.74	0.06	—	31,027
Regional Shopping Center	0.62	0.31	5.67	4.76	0.03	0.43	—	0.43	0.43	—	0.43	—	6,765	6,765	0.60	0.01	—	6,784
Automobile Care Center	0.22	0.11	1.99	1.67	0.01	0.15	—	0.15	0.15	—	0.15	—	2,376	2,376	0.21	< 0.005	—	2,383
Hotel	0.18	0.09	1.68	1.41	0.01	0.13	—	0.13	0.13	—	0.13	—	1,999	1,999	0.18	< 0.005	—	2,005
General Office Building	0.50	0.25	4.59	3.86	0.03	0.35	—	0.35	0.35	—	0.35	—	5,478	5,478	0.48	0.01	—	5,493
Industrial Park	12.2	6.09	111	93.0	0.66	8.42	—	8.42	8.42	—	8.42	—	132,120	132,120	11.7	0.25	—	132,486
Government Office Building	0.58	0.29	5.26	4.42	0.03	0.40	—	0.40	0.40	—	0.40	—	6,276	6,276	0.56	0.01	—	6,294
Place of Worship	0.51	0.25	4.61	3.88	0.03	0.35	—	0.35	0.35	—	0.35	—	5,505	5,505	0.49	0.01	—	5,521
Elementary School	2.03	1.02	18.5	15.5	0.11	1.40	—	1.40	1.40	—	1.40	—	22,033	22,033	1.95	0.04	—	22,094
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Golf Course	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Unenclo Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	45.0	22.5	393	231	2.45	31.1	—	31.1	31.1	—	31.1	—	487,789	487,789	43.2	0.92	—	489,142
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	4.62	2.31	39.4	16.8	0.25	3.19	—	3.19	3.19	—	3.19	—	45,413	45,413	4.02	0.09	—	45,539
Apartments Low Rise	0.52	0.26	4.45	1.89	0.03	0.36	—	0.36	0.36	—	0.36	—	5,123	5,123	0.45	0.01	—	5,137
Regional Shopping Center	0.11	0.06	1.03	0.87	0.01	0.08	—	0.08	0.08	—	0.08	—	1,120	1,120	0.10	< 0.005	—	1,123
Automobile Care Center	0.04	0.02	0.36	0.31	< 0.005	0.03	—	0.03	0.03	—	0.03	—	393	393	0.03	< 0.005	—	394
Hotel	0.03	0.02	0.31	0.26	< 0.005	0.02	—	0.02	0.02	—	0.02	—	331	331	0.03	< 0.005	—	332
General Office Building	0.09	0.05	0.84	0.70	0.01	0.06	—	0.06	0.06	—	0.06	—	907	907	0.08	< 0.005	—	909
Industrial Park	2.22	1.11	20.2	17.0	0.12	1.54	—	1.54	1.54	—	1.54	—	21,874	21,874	1.94	0.04	—	21,935
Government Office Building	0.11	0.05	0.96	0.81	0.01	0.07	—	0.07	0.07	—	0.07	—	1,039	1,039	0.09	< 0.005	—	1,042
Place of Worship	0.09	0.05	0.84	0.71	0.01	0.06	—	0.06	0.06	—	0.06	—	911	911	0.08	< 0.005	—	914
Elementary School	0.37	0.19	3.37	2.83	0.02	0.26	—	0.26	0.26	—	0.26	—	3,648	3,648	0.32	0.01	—	3,658

City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Golf Course	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Unenclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	8.21	4.10	71.8	42.1	0.45	5.67	—	5.67	5.67	—	5.67	—	80,759	80,759	7.15	0.15	—	80,983

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	8,181	7,378	586	14,365	36.6	2,017	—	2,017	1,980	—	1,980	264,587	505,551	770,138	789	9.59	—	792,716
Consumer Products	1,608	1,608	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	150	150	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	343	320	24.1	2,713	0.14	2.68	—	2.68	2.02	—	2.02	—	8,820	8,820	0.37	0.07	—	8,851
Total	10,282	9,456	610	17,079	36.8	2,019	—	2,019	1,982	—	1,982	264,587	514,370	778,958	789	9.66	—	801,567

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	8,181	7,378	586	14,365	36.6	2,017	—	2,017	1,980	—	1,980	264,587	505,551	770,138	789	9.59	—	792,716
Consumer Products	1,608	1,608	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	150	150	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	9,938	9,136	586	14,365	36.6	2,017	—	2,017	1,980	—	1,980	264,587	505,551	770,138	789	9.59	—	792,716
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	102	92.2	7.33	180	0.46	25.2	—	25.2	24.7	—	24.7	3,000	5,733	8,733	8.95	0.11	—	8,989
Consumer Products	293	293	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	27.3	27.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	42.9	40.1	3.01	339	0.02	0.33	—	0.33	0.25	—	0.25	—	1,000	1,000	0.04	0.01	—	1,004
Total	466	453	10.3	519	0.47	25.5	—	25.5	25.0	—	25.0	3,000	6,733	9,733	8.99	0.12	—	9,993

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	1,595	0.00	1,595	164	3.89	—	6,840
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	423	0.00	423	43.4	1.03	—	1,814
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	500	0.00	500	51.3	1.22	—	2,147
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	31.2	0.00	31.2	3.20	0.08	—	134
Hotel	—	—	—	—	—	—	—	—	—	—	—	7.24	0.00	7.24	0.74	0.02	—	31.1
General Office Building	—	—	—	—	—	—	—	—	—	—	—	230	0.00	230	23.5	0.56	—	985
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	7,208	0.00	7,208	739	17.6	—	30,916
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	294	0.00	294	30.2	0.72	—	1,262
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	24.0	0.00	24.0	2.47	0.06	—	103
Elementary School	—	—	—	—	—	—	—	—	—	—	—	182	0.00	182	18.7	0.44	—	781
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Golf Course	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Unenclo Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	10,494	0.00	10,494	1,076	25.6	—	45,013
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	1,595	0.00	1,595	164	3.89	—	6,840
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	423	0.00	423	43.4	1.03	—	1,814
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	500	0.00	500	51.3	1.22	—	2,147
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	31.2	0.00	31.2	3.20	0.08	—	134
Hotel	—	—	—	—	—	—	—	—	—	—	—	7.24	0.00	7.24	0.74	0.02	—	31.1
General Office Building	—	—	—	—	—	—	—	—	—	—	—	230	0.00	230	23.5	0.56	—	985
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	7,208	0.00	7,208	739	17.6	—	30,916
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	294	0.00	294	30.2	0.72	—	1,262
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	24.0	0.00	24.0	2.47	0.06	—	103

Elementary School	—	—	—	—	—	—	—	—	—	—	—	182	0.00	182	18.7	0.44	—	781
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Golf Course	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	10,494	0.00	10,494	1,076	25.6	—	45,013
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	264	0.00	264	27.1	0.64	—	1,132
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	70.0	0.00	70.0	7.18	0.17	—	300
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	82.9	0.00	82.9	8.50	0.20	—	355
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	5.16	0.00	5.16	0.53	0.01	—	22.1
Hotel	—	—	—	—	—	—	—	—	—	—	—	1.20	0.00	1.20	0.12	< 0.005	—	5.14
General Office Building	—	—	—	—	—	—	—	—	—	—	—	38.0	0.00	38.0	3.90	0.09	—	163
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	1,193	0.00	1,193	122	2.91	—	5,119

Government	—	—	—	—	—	—	—	—	—	—	—	48.7	0.00	48.7	5.00	0.12	—	209
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	3.98	0.00	3.98	0.41	0.01	—	17.1
Elementary School	—	—	—	—	—	—	—	—	—	—	—	30.1	0.00	30.1	3.09	0.07	—	129
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Golf Course	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1,737	0.00	1,737	178	4.23	—	7,452

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	12,171	0.00	12,171	1,216	0.00	—	42,583
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	3,038	0.00	3,038	304	0.00	—	10,628

Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	1,995	0.00	1,995	199	0.00	—	6,981
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	356	0.00	356	35.6	0.00	—	1,246
Hotel	—	—	—	—	—	—	—	—	—	—	—	44.0	0.00	44.0	4.39	0.00	—	154
General Office Building	—	—	—	—	—	—	—	—	—	—	—	338	0.00	338	33.8	0.00	—	1,182
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	10,870	0.00	10,870	1,086	0.00	—	38,029
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	387	0.00	387	38.7	0.00	—	1,356
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	1,232	0.00	1,232	123	0.00	—	4,310
Elementary School	—	—	—	—	—	—	—	—	—	—	—	2,296	0.00	2,296	229	0.00	—	8,033
City Park	—	—	—	—	—	—	—	—	—	—	—	4.71	0.00	4.71	0.47	0.00	—	16.5
Golf Course	—	—	—	—	—	—	—	—	—	—	—	5.96	0.00	5.96	0.60	0.00	—	20.9
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	32,738	0.00	32,738	3,272	0.00	—	114,538
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	12,171	0.00	12,171	1,216	0.00	—	42,583
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	3,038	0.00	3,038	304	0.00	—	10,628
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	1,995	0.00	1,995	199	0.00	—	6,981
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	356	0.00	356	35.6	0.00	—	1,246
Hotel	—	—	—	—	—	—	—	—	—	—	—	44.0	0.00	44.0	4.39	0.00	—	154
General Office Building	—	—	—	—	—	—	—	—	—	—	—	338	0.00	338	33.8	0.00	—	1,182
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	10,870	0.00	10,870	1,086	0.00	—	38,029
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	387	0.00	387	38.7	0.00	—	1,356
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	1,232	0.00	1,232	123	0.00	—	4,310
Elementary School	—	—	—	—	—	—	—	—	—	—	—	2,296	0.00	2,296	229	0.00	—	8,033
City Park	—	—	—	—	—	—	—	—	—	—	—	4.71	0.00	4.71	0.47	0.00	—	16.5
Golf Course	—	—	—	—	—	—	—	—	—	—	—	5.96	0.00	5.96	0.60	0.00	—	20.9

Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	32,738	0.00	32,738	3,272	0.00	—	114,538
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	2,015	0.00	2,015	201	0.00	—	7,050
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	503	0.00	503	50.3	0.00	—	1,760
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	330	0.00	330	33.0	0.00	—	1,156
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	59.0	0.00	59.0	5.89	0.00	—	206
Hotel	—	—	—	—	—	—	—	—	—	—	—	7.28	0.00	7.28	0.73	0.00	—	25.5
General Office Building	—	—	—	—	—	—	—	—	—	—	—	55.9	0.00	55.9	5.59	0.00	—	196
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	1,800	0.00	1,800	180	0.00	—	6,296
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	64.1	0.00	64.1	6.41	0.00	—	224
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	204	0.00	204	20.4	0.00	—	714
Elementary School	—	—	—	—	—	—	—	—	—	—	—	380	0.00	380	38.0	0.00	—	1,330

City Park	—	—	—	—	—	—	—	—	—	—	—	0.78	0.00	0.78	0.08	0.00	—	2.73
Golf Course	—	—	—	—	—	—	—	—	—	—	—	0.99	0.00	0.99	0.10	0.00	—	3.45
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	5,420	0.00	5,420	542	0.00	—	18,963

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	312	312
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	45.0	45.0
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16.9	16.9
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	35,912	35,912
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	338	338

General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.64	1.64
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,234	4,234
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.88	1.88
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.55	1.55
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12.7	12.7
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Golf Course	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	40,875	40,875
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	312	312
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	45.0	45.0
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16.9	16.9
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	35,912	35,912

Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	338	338
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.64	1.64
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,234	4,234
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.88	1.88
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.55	1.55
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12.7	12.7
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Golf Course	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	40,875	40,875
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	51.6	51.6
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.44	7.44
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.80	2.80
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5,946	5,946

Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	55.9	55.9
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.27	0.27
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	701	701
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.31	0.31
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.26	0.26
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.10	2.10
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Golf Course	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6,767	6,767

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Single Family Housing	156,856	156,856	156,856	57,252,374	1,296,952	1,296,952	1,296,952	473,387,301
Apartments Low Rise	41,599	41,599	41,599	15,183,701	343,960	343,960	343,960	125,545,383
Regional Shopping Center	39,095	39,095	39,095	14,269,802	318,090	318,090	318,090	116,102,753

Automobile Care Center	1,918	1,918	1,918	700,135	15,607	15,607	15,607	5,696,477
Hotel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	7,473	7,473	7,473	2,727,693	60,803	60,803	60,803	22,193,209
Industrial Park	180,342	180,342	180,342	65,824,822	1,467,308	1,467,308	1,467,308	535,567,576
Government Office Building	8,571	8,571	8,571	3,128,348	69,734	69,734	69,734	25,453,043
Place of Worship	4,446	4,446	4,446	1,622,856	36,175	36,175	36,175	13,203,972
Elementary School	36,335	36,335	36,335	13,262,093	295,627	295,627	295,627	107,903,778
City Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Golf Course	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unenclosed Parking with Elevator	577	577	577	210,688	4,696	4,696	4,696	1,714,211

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Single Family Housing	—
Wood Fireplaces	1116
Gas Fireplaces	18977
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	2233
Conventional Wood Stoves	0
Catalytic Wood Stoves	1116

Non-Catalytic Wood Stoves	1116
Pellet Wood Stoves	0
Apartments Low Rise	—
Wood Fireplaces	296
Gas Fireplaces	5033
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	592
Conventional Wood Stoves	0
Catalytic Wood Stoves	296
Non-Catalytic Wood Stoves	296
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
100869219	33,623,073	37,959,501	12,652,644	3,136

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)

Single Family Housing	153,941,009	0.00	0.0000	0.0000	855,874,939
Apartments Low Rise	22,707,304	0.00	0.0000	0.0000	96,545,905
Regional Shopping Center	34,627,329	0.00	0.0000	0.0000	21,108,253
Automobile Care Center	1,661,683	0.00	0.0000	0.0000	7,414,281
Hotel	3,023,605	0.00	0.0000	0.0000	6,238,280
General Office Building	12,016,558	0.00	0.0000	0.0000	17,091,605
Industrial Park	289,838,492	0.00	0.0000	0.0000	412,248,253
Government Office Building	13,768,363	0.00	0.0000	0.0000	19,583,264
Place of Worship	3,850,016	0.00	0.0000	0.0000	17,178,431
Elementary School	20,495,153	0.00	0.0000	0.0000	68,749,970
City Park	0.00	0.00	0.0000	0.0000	0.00
Golf Course	0.00	0.00	0.0000	0.0000	0.00
Unenclosed Parking with Elevator	146,705	0.00	0.0000	0.0000	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	832,174,859	4,482,434,059
Apartments Low Rise	220,698,170	0.00
Regional Shopping Center	261,179,711	0.00
Automobile Care Center	16,276,032	0.00
Hotel	3,779,649	0.00
General Office Building	119,792,546	0.00
Industrial Park	3,761,281,250	0.00
Government Office Building	153,563,937	0.00
Place of Worship	12,546,852	0.00
Elementary School	95,022,898	0.00

City Park	0.00	0.00
Golf Course	0.00	0.00
Unenclosed Parking with Elevator	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	22,584	—
Apartments Low Rise	5,637	—
Regional Shopping Center	3,702	—
Automobile Care Center	661	—
Hotel	81.6	—
General Office Building	627	—
Industrial Park	20,169	—
Government Office Building	719	—
Place of Worship	2,286	—
Elementary School	4,260	—
City Park	8.74	—
Golf Course	11.1	—
Unenclosed Parking with Elevator	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0

Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Regional Shopping Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Regional Shopping Center	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Automobile Care Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Automobile Care Center	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	18.0
Hotel	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Hotel	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Hotel	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Industrial Park	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0
Government Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00

Government Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Place of Worship	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Place of Worship	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Place of Worship	Stand-alone retail refrigerators and freezers	R-134a	1,430	< 0.005	1.00	0.00	1.00
Place of Worship	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Elementary School	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Elementary School	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Elementary School	Stand-alone retail refrigerators and freezers	R-134a	1,430	< 0.005	1.00	0.00	1.00
Elementary School	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
City Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
City Park	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Golf Course	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Golf Course	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	6.58	annual days of extreme heat
Extreme Precipitation	4.40	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A

Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	29.9
AQ-PM	86.0
AQ-DPM	54.0
Drinking Water	55.3
Lead Risk Housing	88.5
Pesticides	0.00
Toxic Releases	99.3
Traffic	31.4
Effect Indicators	—
CleanUp Sites	65.0
Groundwater	66.1
Haz Waste Facilities/Generators	85.5
Impaired Water Bodies	66.7
Solid Waste	60.5
Sensitive Population	—
Asthma	95.0
Cardio-vascular	79.7
Low Birth Weights	96.4
Socioeconomic Factor Indicators	—
Education	93.8
Housing	99.0
Linguistic	50.5
Poverty	92.6
Unemployment	84.0

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	14.88515334
Employed	9.919158219
Median HI	6.916463493
Education	—
Bachelor's or higher	10.07314256
High school enrollment	6.916463493
Preschool enrollment	39.79212113
Transportation	—
Auto Access	4.350057744
Active commuting	81.25240601
Social	—
2-parent households	3.695624278
Voting	3.708456307
Neighborhood	—
Alcohol availability	23.94456564
Park access	9.072244322
Retail density	32.25972026
Supermarket access	80.6236366
Tree canopy	36.73809829
Housing	—
Homeownership	14.6413448
Housing habitability	17.27191069
Low-inc homeowner severe housing cost burden	85.70511998
Low-inc renter severe housing cost burden	5.812909021

Uncrowded housing	9.816501989
Health Outcomes	—
Insured adults	53.31707943
Arthritis	32.0
Asthma ER Admissions	5.1
High Blood Pressure	12.0
Cancer (excluding skin)	74.5
Asthma	3.1
Coronary Heart Disease	28.5
Chronic Obstructive Pulmonary Disease	14.4
Diagnosed Diabetes	6.8
Life Expectancy at Birth	2.5
Cognitively Disabled	38.1
Physically Disabled	8.1
Heart Attack ER Admissions	7.7
Mental Health Not Good	8.9
Chronic Kidney Disease	10.6
Obesity	3.7
Pedestrian Injuries	55.7
Physical Health Not Good	10.9
Stroke	5.6
Health Risk Behaviors	—
Binge Drinking	81.4
Current Smoker	9.9
No Leisure Time for Physical Activity	16.7
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0

Children	6.0
Elderly	82.5
English Speaking	37.0
Foreign-born	51.9
Outdoor Workers	46.3
Climate Change Adaptive Capacity	—
Impervious Surface Cover	17.2
Traffic Density	43.4
Traffic Access	68.4
Other Indices	—
Hardship	94.9
Other Decision Support	—
2016 Voting	4.2

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	98.0
Healthy Places Index Score for Project Location (b)	4.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Land use types and sizes (building SF and acreage) updated to reflect existing conditions in the City.
Operations: Vehicle Data	Updated trip rate, trip length, purpose and percentages based on existing and proposed traffic information provided by Iteris received 10/31/24.
Characteristics: Utility Information	Updated GHG pollutant intensity factors consistent with the 2024 RTP/SCS plan.

Compton GPU: Proposed Conditions (2045) Detailed Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Compton GPU: Proposed Conditions (2045)
Operational Year	2045
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	2.20
Precipitation (days)	17.8
Location	33.89588006745666, -118.22018515974344
County	Los Angeles-South Coast
City	Compton
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4266
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Single Family Housing	22,326	Dwelling Unit	2,345	43,535,700	261,501,246	—	86,398	—

Apartments Low Rise	11,697	Dwelling Unit	797	12,398,820	0.00	—	43,840	—
Regional Shopping Center	3,166	1000sqft	412	3,992,910	0.00	—	—	—
Industrial Park	18,059	1000sqft	1,158	18,059,058	0.00	—	—	—
General Office Building	96.4	1000sqft	164	830,684	0.00	—	—	—
Place of Worship	401	1000sqft	59.4	401,347	0.00	—	—	—
Elementary School	3,277	1000sqft	479	3,276,946	0.00	0.00	—	—
City Park	90.0	Acre	90.0	0.00	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	13,464	12,347	1,856	30,480	74.6	2,476	3,091	5,567	2,430	785	3,215	365,507	3,962,983	4,328,490	5,803	142	5,872	4,521,795
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	13,081	11,989	1,892	26,608	73.3	2,473	3,091	5,564	2,428	785	3,213	365,507	3,836,934	4,202,441	5,805	147	5,156	4,396,503
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	4,152	3,943	1,256	12,840	32.6	212	3,056	3,268	208	776	985	68,645	3,307,710	3,376,355	4,920	136	5,454	3,545,451
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	758	720	229	2,343	5.95	38.8	558	596	38.0	142	180	11,365	547,629	558,994	815	22.6	903	586,990

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1,251	1,150	700	9,837	27.7	10.7	3,091	3,102	10.0	785	795	—	2,820,080	2,820,080	97.8	102	735	2,853,790
Area	12,165	11,174	733	20,398	44.3	2,432	—	2,432	2,387	—	2,387	318,691	618,838	937,529	951	11.6	—	964,759
Energy	48.3	24.2	422	245	2.64	33.4	—	33.4	33.4	—	33.4	—	524,065	524,065	46.4	0.99	—	525,519
Water	—	—	—	—	—	—	—	—	—	—	—	11,121	0.00	11,121	1,140	27.1	—	47,703
Waste	—	—	—	—	—	—	—	—	—	—	—	35,696	0.00	35,696	3,568	0.00	—	124,888
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5,137	5,137
Total	13,464	12,347	1,856	30,480	74.6	2,476	3,091	5,567	2,430	785	3,215	365,507	3,962,983	4,328,490	5,803	142	5,872	4,521,795
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1,250	1,148	764	9,060	26.5	10.7	3,091	3,102	10.1	785	795	—	2,703,942	2,703,942	101	107	19.1	2,738,444
Area	11,783	10,816	706	17,302	44.1	2,429	—	2,429	2,385	—	2,385	318,691	608,927	927,617	950	11.5	—	954,812
Energy	48.3	24.2	422	245	2.64	33.4	—	33.4	33.4	—	33.4	—	524,065	524,065	46.4	0.99	—	525,519
Water	—	—	—	—	—	—	—	—	—	—	—	11,121	0.00	11,121	1,140	27.1	—	47,703
Waste	—	—	—	—	—	—	—	—	—	—	—	35,696	0.00	35,696	3,568	0.00	—	124,888
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5,137	5,137

Total	13,081	11,989	1,892	26,608	73.3	2,473	3,091	5,564	2,428	785	3,213	365,507	3,836,93	4,202,44	5,805	147	5,156	4,396,50
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1,238	1,136	766	9,289	26.8	10.7	3,056	3,066	10.0	776	786	—	2,735,149	2,735,149	100	107	317	2,769,994
Area	2,866	2,782	67.2	3,305	3.13	168	—	168	165	—	165	21,828	48,496	70,324	65.4	0.85	—	72,211
Energy	48.3	24.2	422	245	2.64	33.4	—	33.4	33.4	—	33.4	—	524,065	524,065	46.4	0.99	—	525,519
Water	—	—	—	—	—	—	—	—	—	—	—	11,121	0.00	11,121	1,140	27.1	—	47,703
Waste	—	—	—	—	—	—	—	—	—	—	—	35,696	0.00	35,696	3,568	0.00	—	124,888
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5,137	5,137
Total	4,152	3,943	1,256	12,840	32.6	212	3,056	3,268	208	776	985	68,645	3,307,710	3,376,355	4,920	136	5,454	3,545,451
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	226	207	140	1,695	4.90	1.96	558	560	1.83	142	144	—	452,835	452,835	16.6	17.8	52.6	458,604
Area	523	508	12.3	603	0.57	30.7	—	30.7	30.1	—	30.1	3,614	8,029	11,643	10.8	0.14	—	11,955
Energy	8.82	4.41	77.1	44.8	0.48	6.09	—	6.09	6.09	—	6.09	—	86,765	86,765	7.68	0.16	—	87,006
Water	—	—	—	—	—	—	—	—	—	—	—	1,841	0.00	1,841	189	4.49	—	7,898
Waste	—	—	—	—	—	—	—	—	—	—	—	5,910	0.00	5,910	591	0.00	—	20,677
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	850	850
Total	758	720	229	2,343	5.95	38.8	558	596	38.0	142	180	11,365	547,629	558,994	815	22.6	903	586,990

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	361	332	203	2,857	8.05	3.12	899	903	2.92	228	231	—	820,455	820,455	28.3	29.7	214	830,237
Apartments Low Rise	189	174	106	1,497	4.22	1.64	471	473	1.53	120	121	—	429,851	429,851	14.8	15.6	112	434,976
Regional Shopping Center	88.3	81.2	49.3	692	1.94	0.75	217	218	0.71	55.1	55.8	—	198,088	198,088	6.89	7.21	51.6	200,461
Industrial Park	504	463	281	3,947	11.1	4.31	1,238	1,242	4.03	315	319	—	1,129,903	1,129,903	39.3	41.1	295	1,143,437
General Office Building	2.69	2.47	1.50	21.1	0.06	0.02	6.61	6.63	0.02	1.68	1.70	—	6,031	6,031	0.21	0.22	1.57	6,104
Place of Worship	11.2	10.3	6.25	87.6	0.25	0.10	27.5	27.6	0.09	6.98	7.07	—	25,089	25,089	0.87	0.91	6.54	25,390
Elementary School	91.4	84.1	51.1	716	2.01	0.78	225	225	0.73	57.1	57.8	—	205,033	205,033	7.13	7.46	53.4	207,489
City Park	2.51	2.31	1.40	19.7	0.06	0.02	6.17	6.19	0.02	1.57	1.59	—	5,628	5,628	0.20	0.20	1.47	5,696
Total	1,251	1,150	700	9,837	27.7	10.7	3,091	3,102	10.0	785	795	—	2,820,080	2,820,080	97.8	102	735	2,853,790
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	361	332	222	2,630	7.72	3.12	899	903	2.92	228	231	—	786,654	786,654	29.2	31.1	5.55	796,665
Apartments Low Rise	189	174	116	1,378	4.04	1.64	471	473	1.53	120	121	—	412,142	412,142	15.3	16.3	2.91	417,387

Regiona Shopping Center	88.3	81.2	53.8	638	1.86	0.76	217	218	0.71	55.1	55.8	—	189,933	189,933	7.11	7.55	1.34	192,361
Industrial Park	504	463	307	3,636	10.6	4.31	1,238	1,242	4.03	315	319	—	1,083,384	1,083,384	40.6	43.1	7.64	1,097,238
General Office Building	2.69	2.47	1.64	19.4	0.06	0.02	6.61	6.63	0.02	1.68	1.70	—	5,783	5,783	0.22	0.23	0.04	5,857
Place of Worship	11.2	10.3	6.82	80.7	0.24	0.10	27.5	27.6	0.09	6.98	7.07	—	24,057	24,057	0.90	0.96	0.17	24,364
Elementary School	91.4	84.0	55.7	660	1.93	0.78	225	225	0.73	57.1	57.8	—	196,592	196,592	7.36	7.81	1.39	199,106
City Park	2.51	2.31	1.53	18.1	0.05	0.02	6.17	6.19	0.02	1.57	1.59	—	5,397	5,397	0.20	0.21	0.04	5,466
Total	1,250	1,148	764	9,060	26.5	10.7	3,091	3,102	10.1	785	795	—	2,703,942	2,703,942	101	107	19.1	2,738,444
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	65.2	59.9	40.5	492	1.42	0.57	162	163	0.53	41.2	41.8	—	131,743	131,743	4.81	5.16	15.3	133,417
Apartments Low Rise	34.2	31.4	21.2	258	0.75	0.30	85.0	85.3	0.28	21.6	21.9	—	69,023	69,023	2.52	2.70	8.01	69,900
Regional Shopping Center	16.0	14.7	9.85	119	0.34	0.14	39.2	39.3	0.13	9.95	10.1	—	31,808	31,808	1.17	1.25	3.69	32,214
Industrial Park	91.0	83.6	56.2	680	1.96	0.79	223	224	0.74	56.8	57.5	—	181,436	181,436	6.68	7.14	21.1	183,752
General Office Building	0.49	0.45	0.30	3.63	0.01	< 0.005	1.19	1.20	< 0.005	0.30	0.31	—	969	969	0.04	0.04	0.11	981

Place of Worship	2.02	1.86	1.25	15.1	0.04	0.02	4.96	4.98	0.02	1.26	1.28	—	4,029	4,029	0.15	0.16	0.47	4,080
Elementary School	16.5	15.2	10.2	123	0.36	0.14	40.5	40.7	0.13	10.3	10.4	—	32,924	32,924	1.21	1.30	3.82	33,344
City Park	0.45	0.42	0.28	3.39	0.01	< 0.005	1.11	1.12	< 0.005	0.28	0.29	—	904	904	0.03	0.04	0.10	915
Total	226	207	140	1,695	4.90	1.96	558	560	1.83	142	144	—	452,835	452,835	16.6	17.8	52.6	458,604

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

Place of Worship	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	25.3	12.6	216	92.0	1.38	17.5	—	17.5	17.5	—	17.5	—	274,295	274,295	24.3	0.52	—	275,056

Apartme Low Rise	5.64	2.82	48.2	20.5	0.31	3.89	—	3.89	3.89	—	3.89	—	61,125	61,125	5.41	0.12	—	61,295
Regiona l Shoppin g Center	0.71	0.35	6.42	5.39	0.04	0.49	—	0.49	0.49	—	0.49	—	7,661	7,661	0.68	0.01	—	7,683
Industria l Park	13.5	6.76	123	103	0.74	9.34	—	9.34	9.34	—	9.34	—	146,697	146,697	13.0	0.28	—	147,104
General Office Building	0.62	0.31	5.66	4.75	0.03	0.43	—	0.43	0.43	—	0.43	—	6,748	6,748	0.60	0.01	—	6,767
Place of Worship	0.51	0.25	4.61	3.88	0.03	0.35	—	0.35	0.35	—	0.35	—	5,505	5,505	0.49	0.01	—	5,521
Element ary School	2.03	1.02	18.5	15.5	0.11	1.40	—	1.40	1.40	—	1.40	—	22,033	22,033	1.95	0.04	—	22,094
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	48.3	24.2	422	245	2.64	33.4	—	33.4	33.4	—	33.4	—	524,065	524,065	46.4	0.99	—	525,519
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	25.3	12.6	216	92.0	1.38	17.5	—	17.5	17.5	—	17.5	—	274,295	274,295	24.3	0.52	—	275,056
Apartme nts Low Rise	5.64	2.82	48.2	20.5	0.31	3.89	—	3.89	3.89	—	3.89	—	61,125	61,125	5.41	0.12	—	61,295
Regiona l Shoppin g Center	0.71	0.35	6.42	5.39	0.04	0.49	—	0.49	0.49	—	0.49	—	7,661	7,661	0.68	0.01	—	7,683

Industrial Park	13.5	6.76	123	103	0.74	9.34	—	9.34	9.34	—	9.34	—	146,697	146,697	13.0	0.28	—	147,104
General Office Building	0.62	0.31	5.66	4.75	0.03	0.43	—	0.43	0.43	—	0.43	—	6,748	6,748	0.60	0.01	—	6,767
Place of Worship	0.51	0.25	4.61	3.88	0.03	0.35	—	0.35	0.35	—	0.35	—	5,505	5,505	0.49	0.01	—	5,521
Elementary School	2.03	1.02	18.5	15.5	0.11	1.40	—	1.40	1.40	—	1.40	—	22,033	22,033	1.95	0.04	—	22,094
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	48.3	24.2	422	245	2.64	33.4	—	33.4	33.4	—	33.4	—	524,065	524,065	46.4	0.99	—	525,519
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	4.62	2.31	39.4	16.8	0.25	3.19	—	3.19	3.19	—	3.19	—	45,413	45,413	4.02	0.09	—	45,539
Apartments Low Rise	1.03	0.51	8.79	3.74	0.06	0.71	—	0.71	0.71	—	0.71	—	10,120	10,120	0.90	0.02	—	10,148
Regional Shopping Center	0.13	0.06	1.17	0.98	0.01	0.09	—	0.09	0.09	—	0.09	—	1,268	1,268	0.11	< 0.005	—	1,272
Industrial Park	2.47	1.23	22.4	18.8	0.13	1.71	—	1.71	1.71	—	1.71	—	24,287	24,287	2.15	0.05	—	24,355
General Office Building	0.11	0.06	1.03	0.87	0.01	0.08	—	0.08	0.08	—	0.08	—	1,117	1,117	0.10	< 0.005	—	1,120
Place of Worship	0.09	0.05	0.84	0.71	0.01	0.06	—	0.06	0.06	—	0.06	—	911	911	0.08	< 0.005	—	914
Elementary School	0.37	0.19	3.37	2.83	0.02	0.26	—	0.26	0.26	—	0.26	—	3,648	3,648	0.32	0.01	—	3,658

City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	8.82	4.41	77.1	44.8	0.48	6.09	—	6.09	6.09	—	6.09	—	86,765	86,765	7.68	0.16	—	87,006

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	9,854	8,887	706	17,302	44.1	2,429	—	2,429	2,385	—	2,385	318,691	608,927	927,617	950	11.5	—	954,812
Consumer Products	1,765	1,765	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	163	163	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	383	358	27.5	3,095	0.15	2.91	—	2.91	2.20	—	2.20	—	9,911	9,911	0.41	0.08	—	9,946
Total	12,165	11,174	733	20,398	44.3	2,432	—	2,432	2,387	—	2,387	318,691	618,838	937,529	951	11.6	—	964,759
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	9,854	8,887	706	17,302	44.1	2,429	—	2,429	2,385	—	2,385	318,691	608,927	927,617	950	11.5	—	954,812
Consumer Products	1,765	1,765	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural	163	163	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	11,783	10,816	706	17,302	44.1	2,429	—	2,429	2,385	—	2,385	318,691	608,927	927,617	950	11.5	—	954,812
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	123	111	8.82	216	0.55	30.4	—	30.4	29.8	—	29.8	3,614	6,905	10,519	10.8	0.13	—	10,827
Consumer Products	322	322	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	29.8	29.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	47.8	44.7	3.44	387	0.02	0.36	—	0.36	0.28	—	0.28	—	1,124	1,124	0.05	0.01	—	1,128
Total	523	508	12.3	603	0.57	30.7	—	30.7	30.1	—	30.1	3,614	8,029	11,643	10.8	0.14	—	11,955

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	1,595	0.00	1,595	164	3.89	—	6,840
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	835	0.00	835	85.7	2.04	—	3,584

Regional	—	—	—	—	—	—	—	—	—	—	—	449	0.00	449	46.1	1.09	—	1,928
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	8,002	0.00	8,002	821	19.5	—	34,326
General Office Building	—	—	—	—	—	—	—	—	—	—	—	32.8	0.00	32.8	3.37	0.08	—	141
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	24.0	0.00	24.0	2.47	0.06	—	103
Elementary School	—	—	—	—	—	—	—	—	—	—	—	182	0.00	182	18.7	0.44	—	781
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	11,121	0.00	11,121	1,140	27.1	—	47,703
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	1,595	0.00	1,595	164	3.89	—	6,840
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	835	0.00	835	85.7	2.04	—	3,584
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	449	0.00	449	46.1	1.09	—	1,928
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	8,002	0.00	8,002	821	19.5	—	34,326
General Office Building	—	—	—	—	—	—	—	—	—	—	—	32.8	0.00	32.8	3.37	0.08	—	141

Place of Worship	—	—	—	—	—	—	—	—	—	—	—	24.0	0.00	24.0	2.47	0.06	—	103
Elementary School	—	—	—	—	—	—	—	—	—	—	—	182	0.00	182	18.7	0.44	—	781
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	11,121	0.00	11,121	1,140	27.1	—	47,703
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	264	0.00	264	27.1	0.64	—	1,132
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	138	0.00	138	14.2	0.34	—	593
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	74.4	0.00	74.4	7.63	0.18	—	319
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	1,325	0.00	1,325	136	3.23	—	5,683
General Office Building	—	—	—	—	—	—	—	—	—	—	—	5.44	0.00	5.44	0.56	0.01	—	23.3
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	3.98	0.00	3.98	0.41	0.01	—	17.1
Elementary School	—	—	—	—	—	—	—	—	—	—	—	30.1	0.00	30.1	3.09	0.07	—	129
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1,841	0.00	1,841	189	4.49	—	7,898

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	12,353	0.00	12,353	1,235	0.00	—	43,219
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	5,903	0.00	5,903	590	0.00	—	20,651
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	1,792	0.00	1,792	179	0.00	—	6,268
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	12,069	0.00	12,069	1,206	0.00	—	42,224
General Office Building	—	—	—	—	—	—	—	—	—	—	—	48.3	0.00	48.3	4.83	0.00	—	169
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	1,232	0.00	1,232	123	0.00	—	4,310
Elementary School	—	—	—	—	—	—	—	—	—	—	—	2,296	0.00	2,296	229	0.00	—	8,033
City Park	—	—	—	—	—	—	—	—	—	—	—	4.17	0.00	4.17	0.42	0.00	—	14.6
Total	—	—	—	—	—	—	—	—	—	—	—	35,696	0.00	35,696	3,568	0.00	—	124,888

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	12,353	0.00	12,353	1,235	0.00	—	43,219
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	5,903	0.00	5,903	590	0.00	—	20,651
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	1,792	0.00	1,792	179	0.00	—	6,268
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	12,069	0.00	12,069	1,206	0.00	—	42,224
General Office Building	—	—	—	—	—	—	—	—	—	—	—	48.3	0.00	48.3	4.83	0.00	—	169
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	1,232	0.00	1,232	123	0.00	—	4,310
Elementary School	—	—	—	—	—	—	—	—	—	—	—	2,296	0.00	2,296	229	0.00	—	8,033
City Park	—	—	—	—	—	—	—	—	—	—	—	4.17	0.00	4.17	0.42	0.00	—	14.6
Total	—	—	—	—	—	—	—	—	—	—	—	35,696	0.00	35,696	3,568	0.00	—	124,888
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	2,045	0.00	2,045	204	0.00	—	7,155
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	977	0.00	977	97.7	0.00	—	3,419

Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	297	0.00	297	29.6	0.00	—	1,038
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	1,998	0.00	1,998	200	0.00	—	6,991
General Office Building	—	—	—	—	—	—	—	—	—	—	—	8.00	0.00	8.00	0.80	0.00	—	28.0
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	204	0.00	204	20.4	0.00	—	714
Elementary School	—	—	—	—	—	—	—	—	—	—	—	380	0.00	380	38.0	0.00	—	1,330
City Park	—	—	—	—	—	—	—	—	—	—	—	0.69	0.00	0.69	0.07	0.00	—	2.42
Total	—	—	—	—	—	—	—	—	—	—	—	5,910	0.00	5,910	591	0.00	—	20,677

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	312	312
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	88.8	88.8

Regional	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	19.2	19.2
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,701	4,701
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.02	2.02
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.55	1.55
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12.7	12.7
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5,137	5,137
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	312	312
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	88.8	88.8
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	19.2	19.2
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,701	4,701
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.02	2.02

Place of Worship	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.55	1.55
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12.7	12.7
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5,137	5,137
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	51.6	51.6
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	14.7	14.7
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.17	3.17
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	778	778
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.33	0.33
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.26	0.26
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.10	2.10
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	850	850

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Single Family Housing	154,942	154,942	154,942	56,553,991	1,267,855	1,267,855	1,267,855	462,767,135
Apartments Low Rise	81,177	81,177	81,177	29,629,671	664,253	664,253	664,253	242,452,171
Regional Shopping Center	38,087	38,087	38,087	13,901,748	305,948	305,948	305,948	111,671,100
Industrial Park	217,250	217,250	217,250	79,296,166	1,745,142	1,745,142	1,745,142	636,976,752
General Office Building	1,160	1,160	1,160	423,288	9,316	9,316	9,316	3,400,219
Place of Worship	4,824	4,824	4,824	1,760,771	38,751	38,751	38,751	14,144,065
Elementary School	39,422	39,422	39,422	14,389,143	316,675	316,675	316,675	115,586,290
City Park	1,082	1,082	1,082	394,988	8,693	8,693	8,693	3,172,891

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Single Family Housing	—
Wood Fireplaces	1116
Gas Fireplaces	18977
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	2233
Conventional Wood Stoves	0

Catalytic Wood Stoves	1116
Non-Catalytic Wood Stoves	1116
Pellet Wood Stoves	0
Apartments Low Rise	—
Wood Fireplaces	585
Gas Fireplaces	9942
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	1170
Conventional Wood Stoves	0
Catalytic Wood Stoves	585
Non-Catalytic Wood Stoves	585
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
113267403	37,755,801	39,841,418	13,280,473	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	153,941,009	0.00	0.0000	0.0000	855,874,939
Apartments Low Rise	44,858,526	0.00	0.0000	0.0000	190,727,486
Regional Shopping Center	39,215,832	0.00	0.0000	0.0000	23,905,329
Industrial Park	321,817,584	0.00	0.0000	0.0000	457,733,326
General Office Building	14,803,027	0.00	0.0000	0.0000	21,054,905
Place of Worship	3,850,016	0.00	0.0000	0.0000	17,178,431
Elementary School	20,495,153	0.00	0.0000	0.0000	68,749,970
City Park	0.00	0.00	0.0000	0.0000	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	832,174,859	4,482,434,059
Apartments Low Rise	435,991,639	0.00
Regional Shopping Center	234,513,603	0.00
Industrial Park	4,176,143,750	0.00
General Office Building	17,133,533	0.00
Place of Worship	12,546,852	0.00
Elementary School	95,022,898	0.00
City Park	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	22,921	—

Apartments Low Rise	10,952	—
Regional Shopping Center	3,324	—
Industrial Park	22,393	—
General Office Building	89.7	—
Place of Worship	2,286	—
Elementary School	4,260	—
City Park	7.74	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Regional Shopping Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Regional Shopping Center	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Industrial Park	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0

General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Place of Worship	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Place of Worship	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Place of Worship	Stand-alone retail refrigerators and freezers	R-134a	1,430	< 0.005	1.00	0.00	1.00
Place of Worship	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Elementary School	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Elementary School	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Elementary School	Stand-alone retail refrigerators and freezers	R-134a	1,430	< 0.005	1.00	0.00	1.00
Elementary School	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
City Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
City Park	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	6.58	annual days of extreme heat
Extreme Precipitation	4.40	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	29.9

AQ-PM	86.0
AQ-DPM	54.0
Drinking Water	55.3
Lead Risk Housing	88.5
Pesticides	0.00
Toxic Releases	99.3
Traffic	31.4
Effect Indicators	—
CleanUp Sites	65.0
Groundwater	66.1
Haz Waste Facilities/Generators	85.5
Impaired Water Bodies	66.7
Solid Waste	60.5
Sensitive Population	—
Asthma	95.0
Cardio-vascular	79.7
Low Birth Weights	96.4
Socioeconomic Factor Indicators	—
Education	93.8
Housing	99.0
Linguistic	50.5
Poverty	92.6
Unemployment	84.0

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—

Above Poverty	14.88515334
Employed	9.919158219
Median HI	6.916463493
Education	—
Bachelor's or higher	10.07314256
High school enrollment	6.916463493
Preschool enrollment	39.79212113
Transportation	—
Auto Access	4.350057744
Active commuting	81.25240601
Social	—
2-parent households	3.695624278
Voting	3.708456307
Neighborhood	—
Alcohol availability	23.94456564
Park access	9.072244322
Retail density	32.25972026
Supermarket access	80.6236366
Tree canopy	36.73809829
Housing	—
Homeownership	14.6413448
Housing habitability	17.27191069
Low-inc homeowner severe housing cost burden	85.70511998
Low-inc renter severe housing cost burden	5.812909021
Uncrowded housing	9.816501989
Health Outcomes	—
Insured adults	53.31707943
Arthritis	32.0

Asthma ER Admissions	5.1
High Blood Pressure	12.0
Cancer (excluding skin)	74.5
Asthma	3.1
Coronary Heart Disease	28.5
Chronic Obstructive Pulmonary Disease	14.4
Diagnosed Diabetes	6.8
Life Expectancy at Birth	2.5
Cognitively Disabled	38.1
Physically Disabled	8.1
Heart Attack ER Admissions	7.7
Mental Health Not Good	8.9
Chronic Kidney Disease	10.6
Obesity	3.7
Pedestrian Injuries	55.7
Physical Health Not Good	10.9
Stroke	5.6
Health Risk Behaviors	—
Binge Drinking	81.4
Current Smoker	9.9
No Leisure Time for Physical Activity	16.7
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	6.0
Elderly	82.5
English Speaking	37.0
Foreign-born	51.9

Outdoor Workers	46.3
Climate Change Adaptive Capacity	—
Impervious Surface Cover	17.2
Traffic Density	43.4
Traffic Access	68.4
Other Indices	—
Hardship	94.9
Other Decision Support	—
2016 Voting	4.2

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	98.0
Healthy Places Index Score for Project Location (b)	4.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Land use types and sizes (building SF and acreage) updated to reflect existing conditions in the City.
Operations: Vehicle Data	Updated trip rate, trip length, purpose and percentages based on existing and project traffic information provided by Iteris received 10/31/24.
Characteristics: Utility Information	Updated GHG pollutant intensity factors consistent with the 2024 RTP/SCS plan.

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Appendix D: Energy Consumption Information
Prepared by: MIG, Inc.
November 2024

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Sheet 1: Energy Consumption Comparison Tables

Table 1: Estimated Operational Change in Vehicle Fuel Consumption (2023 vs. 2045)					
Metric	**VMT and Vehicle Fuel Consumption**				
	2023	**2045 NP**		**2045 Project**	
		Metric	**Change**	**Metric**	**Change**
Total VMT (miles/yr)	1,426,501,611	1,426,501,611	*0*	1,645,342,153	*218,840,542*
Total Gasoline VMT	*1,310,839,400*	*1,310,839,400*	*0*	*1,365,154,772*	*54,315,372*
Total Diesel VMT	*66,912,047*	*66,912,047*	*0*	*84,236,231*	*17,324,184*
Total Electric VMT	*54,174,936*	*54,174,936*	*0*	*195,951,149*	*141,776,214*
Gasoline Fuel Efficiency (miles/gal)	24.02	30.48	6.46	30.48	6.46
Diesel Fuel Efficiency (miles/gal)	8.47	9.48	1.01	9.48	1.01
Electric Fuel Efficiency (kWh/mile)	2.73	1.84	-0.89	1.84	-0.89
Total Gasoline Consumption (Gallons/yr)	**54,574,334**	**43,010,189**	**-11,564,145**	**44,792,340**	**-9,781,993**
Total Diesel Consumption (Gallons/yr)	**7,903,782**	**7,059,016**	**-844,767**	**8,886,664**	**982,882**
Total Petrol Consumption (Gallons/yr)	**62,478,116**	**50,069,205**	**-12,408,911**	**53,679,004**	**-8,799,112**
Total Electricity Consumption (kWh/yr)	**19,852,989**	**29,429,865**	**9,576,876**	**106,448,042**	**86,595,053**
Service Population (SP)	164,353	164,353	0	186,763	22,410
Consumption Efficiency					
Gasoline Efficiency (gal / SP)	332	262	-70.36	240	-92.22
Diesel Efficiency (gal / SP)	48	43	-5.14	48	-0.51
Electricity Efficiency (kWh / SP)	121	179	58.27	570	449.17

Table 2: Estimated Operational Change in Electricty Consumption (2023 vs. 2045)					
Metric	**Electricity Consumed (MWh/yr)**				
	2023	**2045 NP**		**2045 Project**	
		Metric	**Change**	**Metric**	**Change**
Building Electricity (MWh/yr)	556,076	556,076	0	577,770	21,694
Service Population (SP)	164,353	164,353	0	186,763	22,410
Electricitiy Consumption (MWh/yr/SP)	3.38	3.38	0	3.09	-0.29

Table 3: Estimated Operational Change in Natural Gas Consumption (2023 vs. 2045)					
Metric	**Natural Gas Consumed (MMBtu/yr)**				
	2023	**2045 NP**		**2045 Project**	
		Metric	**Change**	**Metric**	**Change**
Total Natural Gas Consumption (MMB	1,522,033	1,522,033	0	1,611,659	89,626
Service Population (SP)	164,353	164,353	0	186,763	22,410
Electricitiy Consumption (MMBTU/yr/S	9.26	9.26	0	8.63	-0.63

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Appendix D: Energy Consumption Information

Sheet 2: Building Energy Summation

Table 1: 2023 / 2045 No Project Energy Consumption

Land Use	2023 Existing Conditions		2045 No Project	
	Electricity (kWh)	Nautral Gas (kBTU)	Electricity (kWh)	Nautral Gas (kBTU)
Single Family Housing	153,941,009	855,874,939	153,941,009	855,874,939
Apt Low Rise	22,707,304	96,545,905	22,707,304	96,545,905
Regional Shopping Ctr	34,627,329	21,108,253	34,627,329	21,108,253
Auto Care Center	1,661,683	7,414,281	1,661,683	7,414,281
Hotel	3,023,605	6,238,280	3,023,605	6,238,280
Gen Office Building	12,016,558	17,091,605	12,016,558	17,091,605
Ind Park	289,838,492	412,248,253	289,838,492	412,248,253
Govt Office Building	13,768,363	19,583,264	13,768,363	19,583,264
Place of Worship	3,850,016	17,178,431	3,850,016	17,178,431
Elementary School	20,495,153	68,749,970	20,495,153	68,749,970
City Park	0	0	0	0
Golf Course	0	0	0	0
Unenc Parking w/ Ele	146,536	0	146,536	0
TOTAL	556,076,048	1,522,033,181	556,076,048	1,522,033,181

Table 2: 2045 With Project Energy Consumption

Land Use	Electricity (kWh)	Nautral Gas (kBTU)
Single Family Housing	153,941,009.00	855,874,939.00
Apt Low Rise	44,858,526.00	190,727,486.00
Regional Shopping Ctr	31,089,820.00	18,951,845.00
Ind Park	321,817,584.00	457,733,326.00
Gen Office Building	1,717,876.00	2,443,399.00
Place of Worship	3,850,016.00	17,178,431.00
Elementary School	20,495,153.00	68,749,970.00
City Park	0.00	0.00
TOTAL	577,769,984.00	1,611,659,396.00

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Sheet 3: Average Fuel Efficiency - Los Angeles (SC) Sub-Area

EMFAC2021 Los Angeles (SC) Sub-Area Fuel Efficiency Estimates for 2023

Table 1: 2023 Los Angeles County Average Vehicle Fuel Efficiency (Gasoline)

Vehicle Class	Population	Vehicle Miles Travelled Per Year	Gallons Per Year	Miles Per Gallon
HHDT	52.44	1,056,630.11	267,383.04	3.95
LDA	3,448,181.55	46,893,592,277.49	1,652,225,043.96	28.38
LDT1	316,923.84	3,992,626,812.39	168,187,178.33	23.74
LDT2	1,545,189.36	22,024,770,389.96	953,356,223.53	23.10
LHDT1	123,582.26	1,594,338,027.92	121,393,440.82	13.13
LHDT2	18,992.21	231,327,716.36	20,118,730.17	11.50
MCY	143,314.42	327,045,240.53	7,986,957.12	40.95
MDV	936,232.52	12,295,956,884.85	652,913,515.15	18.83
MH	15,543.05	49,363,672.12	10,208,557.43	4.84
MHDT	15,094.87	267,619,756.62	52,527,816.19	5.09
OBUS	3,808.79	50,096,952.29	10,032,223.61	4.99
SBUS	1,333.83	19,295,830.28	2,166,882.56	8.90
UBUS	438.73	10,187,165.99	2,225,282.14	4.58
TOTAL	6,568,687.85	87,757,277,356.90	3,653,609,234.05	24.02

Table 2: 2023 Los Angeles County Average Vehicle Fuel Efficiency (Diesel)

Vehicle Class	Population	Vehicle Miles Travelled Per Year	Gallons Per Year	Miles Per Gallon
HHDT	50,357.26	2,025,390,726.50	339,749,789.06	5.96
LDA	9,465.94	97,023,287.32	2,451,298.78	39.58
LDT1	130.70	919,502.21	40,059.98	22.95
LDT2	4,672.03	70,754,750.24	2,304,106.13	30.71
LHDT1	52,370.85	755,332,483.59	37,315,771.59	20.24
LHDT2	23,383.97	332,589,783.06	19,544,563.30	17.02
MCY	0.00	0.00	0.00	0.00
MDV	10,587.10	144,736,678.91	6,277,378.94	23.06
MH	5,175.53	17,697,718.59	1,777,323.15	9.96
MHDT	58,440.26	774,525,287.57	87,337,024.09	8.87
OBUS	2,064.03	48,653,689.20	7,075,622.99	6.88
SBUS	1,641.87	10,859,805.43	1,488,079.97	7.30
UBUS	9.74	414,987.44	70,892.65	5.85
TOTAL	218299.27	4278898700.06	505431910.62	8.47

Table 3: 2023 Los Angeles County Average Vehicle Fuel Efficiency (Electricity)

Vehicle Class	Population	Vehicle Miles Travelled Per Day	Energy Consumption (kWh/Year)	Miles Per kWh
HHDT	39.64	798,258.89	1,417,369.10	0.56
LDA	234,642.09	3,103,403,945.47	1,140,544,269.15	2.72
LDT1	1,043.30	12,345,246.86	4,517,461.57	2.73
LDT2	18,492.59	195,733,997.30	67,046,049.55	2.92
LHDT1	0.00	0.00	0.00	0.00
LHDT2	0.00	0.00	0.00	0.00
MCY	0.00	0.00	0.00	0.00
MDV	14,103.07	151,123,961.62	54,179,335.09	2.79
MH	0.00	0.00	0.00	0.00
MHDT	27.28	182,952.95	191,209.00	0.96
OBUS	0.00	0.00	0.00	0.00
SBUS	1.64	6,244.50	7,220.52	0.86
UBUS	53.53	789,956.62	1,658,145.85	0.48
TOTAL	268,403.15	3,464,384,564.19	1,269,561,059.83	2.73

Table 4: 2045 Los Angeles County Average Vehicle Fuel Efficiency (Electricity)

Vehicle Class	Population	Vehicle Miles Travelled Per Day	Energy Consumption (kWh/Year)	Miles Per kWh
HHDT	19,941.50	580,605,690.23	1,039,650,167.12	0.56
LDA	514,699.30	6,240,440,422.11	2,322,319,137.71	2.69
LDT1	12,979.42	143,691,610.91	51,750,407.66	2.78
LDT2	126,503.88	1,109,603,212.31	394,653,142.47	2.81
LHDT1	100,267.98	1,404,697,105.06	787,910,032.83	1.78
LHDT2	27,262.51	365,994,894.67	205,400,736.06	1.78
MCY	0.00	0.00	0.00	0.00
MDV	101,412.56	880,605,831.08	319,908,303.24	2.75
MH	0.00	0.00	0.00	0.00
MHDT	49,459.25	705,544,942.83	740,122,739.60	0.95
OBUS	934.87	16,266,111.23	17,122,232.10	0.95
SBUS	1,771.17	17,485,961.02	20,219,040.20	0.86
UBUS	6,147.78	211,202,616.58	443,862,060.50	0.48
TOTAL	961,380.22	11,676,138,398.03	6,342,917,999.49	1.84

Table 5: 2045 Los Angeles County Average Vehicle Fuel Efficiency (Gasoline)				
Vehicle Class	**Population**	**Vehicle Miles Travelled Per Year**	**Gallons Per Year**	**Miles Per Gallon**
HHDT	9.69	362,481.75	68,761.39	5.27
LDA	2,946,205.59	37,516,782,284.58	1,050,556,323.17	35.71
LDT1	265,541.10	3,251,481,476.57	105,751,502.19	30.75
LDT2	1,962,597.88	25,125,081,078.38	842,198,866.10	29.83
LHDT1	87,404.51	991,314,551.87	60,401,680.30	16.41
LHDT2	12,503.63	134,835,902.90	9,241,975.79	14.59
MCY	198,119.80	383,127,403.63	9,149,669.43	41.87
MDV	1,143,267.25	13,758,873,961.65	560,424,924.60	24.55
MH	12,978.67	44,752,627.48	9,246,213.85	4.84
MHDT	6,921.08	106,073,990.08	17,749,756.22	5.98
OBUS	1,725.05	14,899,515.10	2,596,347.73	5.74
SBUS	1,037.72	13,998,137.87	1,399,548.07	10.00
UBUS	204.08	3,874,863.41	254,989.38	15.20
TOTAL	6,638,516.05	81,345,458,275.28	2,669,040,558.21	30.48

Table 6: 2045 Los Angeles County Average Vehicle Fuel Efficiency (Diesel)				
Vehicle Class	**Population**	**Vehicle Miles Travelled Per Year**	**Gallons Per Year**	**Miles Per Gallon**
HHDT	69,267.02	2,976,344,044.06	396,411,991.66	7.51
LDA	1,795.53	21,773,519.31	412,340.35	52.80
LDT1	2.87	37,049.24	1,305.28	28.38
LDT2	7,230.62	94,624,328.89	2,469,803.37	38.31
LHDT1	65,755.33	733,255,954.50	34,093,568.69	21.51
LHDT2	31,657.66	340,125,467.52	18,476,164.19	18.41
MCY	0.00	0.00	0.00	0.00
MDV	11,954.32	146,261,228.01	4,966,909.19	29.45
MH	7,803.79	24,356,538.30	2,450,693.25	9.94
MHDT	50,020.49	628,717,521.88	63,347,631.66	9.92
OBUS	2,309.99	50,470,694.21	6,488,566.63	7.78
SBUS	501.03	3,416,792.88	410,548.37	8.32
UBUS	0.00	0.00	0.00	0.00
TOTAL	248298.64	5019383138.80	529529522.64	9.48

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Sheet 4: Raw EMFAC Output - Los Angeles (SC) Sub-Area 2023

Source: EMFAC2021 (v1.0.2) Emissions Inventory
Region Type: Sub-Area
Region: Los Angeles (SC)
Calendar Year: 2023
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/year for CVMT and EVMT, trips/year for Trips, kWh/year for Energy Consumption, tons/yr for Emissions, 1000 gallons/year for Fuel Consumption

Region	Calendar Y	Vehicle Cat	Model Yea	Speed	Fuel	Population	Total VMT	CVMT	EVMT	Trips	Energy Cor	NOx_RUNE	NOx_IDLE	NOx_STRE	NOx_TOTE	PM2.5_RU	PM2.5_IDL	PM2.5_STF	PM2.5_TO	PM2.5_PM
Los Angele	2023	HHDT	Aggregate	Aggregate	Gasoline	52.44057	1056630	1056630	0	343098.5	0	8.410562	0	0.31049	8.721053	0.002076	0	0.000525	0.0026	0.005824
Los Angele	2023	HHDT	Aggregate	Aggregate	Diesel	50357.26	2.03E+09	2.03E+09	0	2.43E+08	0	4273.664	1155.967	737.7968	6167.428	52.29411	0.640629	0	52.93474	19.76563
Los Angele	2023	HHDT	Aggregate	Aggregate	Electricity	39.63669	798258.9	0	798258.9	197099.4	1417369	0	0	0	0	0	0	0	0	0.007768
Los Angele	2023	HHDT	Aggregate	Aggregate	Natural Ga	5415.87	1.09E+08	1.09E+08	0	10770296	0	112.7255	16.17756	0	128.9031	0.293449	0.028862	0	0.322312	1.085224
Los Angele	2023	LDA	Aggregate	Aggregate	Gasoline	3363326	4.62E+10	4.62E+10	0	5.43E+09	0	2450.892	0	1535.293	3986.185	74.54655	0	12.11449	86.66104	101.8466
Los Angele	2023	LDA	Aggregate	Aggregate	Diesel	9465.937	97023287	97023287	0	13506564	0	28.73318	0	0	28.73318	3.320422	0	0	3.320422	0.2139
Los Angele	2023	LDA	Aggregate	Aggregate	Electricity	149786.4	2.42E+09	0	2.42E+09	2.61E+08	9.33E+08	0	0	0	0	0	0	0	0	5.330365
Los Angele	2023	LDA	Aggregate	Aggregate	Plug-in Hyb	84855.73	1.38E+09	6.97E+08	6.86E+08	1.22E+08	2.07E+08	5.343559	0	14.96265	20.30621	1.152828	0	0.280789	1.433617	3.047542
Los Angele	2023	LDT1	Aggregate	Aggregate	Gasoline	316618.5	3.99E+09	3.99E+09	0	4.84E+08	0	873.9502	0	233.8415	1107.792	11.39071	0	1.691919	13.08263	8.796675
Los Angele	2023	LDT1	Aggregate	Aggregate	Diesel	130.6972	919502.2	919502.2	0	132042.8	0	1.539	0	0	1.539	0.260816	0	0	0.260816	0.002027
Los Angele	2023	LDT1	Aggregate	Aggregate	Electricity	737.9431	9384931	0	9384931	1180647	3623358	0	0	0	0	0	0	0	0	0.02069
Los Angele	2023	LDT1	Aggregate	Aggregate	Plug-in Hyb	305.3619	5482381	2522065	2960316	438147	894103.6	0.019342	0	0.053845	0.073187	0.002762	0	0.000676	0.003437	0.012087
Los Angele	2023	LDT2	Aggregate	Aggregate	Gasoline	1534013	2.19E+10	2.19E+10	0	2.5E+09	0	2108.003	0	952.8482	3060.852	36.81277	0	5.568786	42.38156	48.35181
Los Angele	2023	LDT2	Aggregate	Aggregate	Diesel	4672.025	70754750	70754750	0	7839213	0	4.374675	0	0	4.374675	0.521471	0	0	0.521471	0.155988
Los Angele	2023	LDT2	Aggregate	Aggregate	Electricity	7316.505	94328270	0	94328270	13037531	36418497	0	0	0	0	0	0	0	0	0.207958
Los Angele	2023	LDT2	Aggregate	Aggregate	Plug-in Hyb	11176.09	1.94E+08	92760067	1.01E+08	16035954	30627552	0.711401	0	1.970685	2.682086	0.123913	0	0.030102	0.154015	0.428062
Los Angele	2023	LHDT1	Aggregate	Aggregate	Gasoline	123582.3	1.59E+09	1.59E+09	0	6.02E+08	0	329.2556	1.640442	419.7712	750.6673	1.977704	0	0.230478	2.208182	3.514914
Los Angele	2023	LHDT1	Aggregate	Aggregate	Diesel	52370.85	7.55E+08	7.55E+08	0	2.15E+08	0	1106.734	35.5767	0	1142.31	18.20788	0.505953	0	18.71383	2.497835
Los Angele	2023	LHDT2	Aggregate	Aggregate	Gasoline	18992.21	2.31E+08	2.31E+08	0	92526485	0	47.42677	0.253433	66.04109	113.7213	0.255461	0	0.028595	0.284056	0.50999
Los Angele	2023	LHDT2	Aggregate	Aggregate	Diesel	23383.97	3.33E+08	3.33E+08	0	96184084	0	425.9542	15.71224	0	441.6665	7.894318	0.227082	0	8.121401	1.099852
Los Angele	2023	MCY	Aggregate	Aggregate	Gasoline	143314.4	3.27E+08	3.27E+08	0	99460204	0	200.311	0	14.6246	214.9356	0.769735	0	0.384486	1.154221	0.360506
Los Angele	2023	MDV	Aggregate	Aggregate	Gasoline	930000	1.22E+10	1.22E+10	0	1.49E+09	0	1953.313	0	777.9421	2731.255	21.63849	0	3.578937	25.21743	27.00225
Los Angele	2023	MDV	Aggregate	Aggregate	Diesel	10587.1	1.45E+08	1.45E+08	0	17396223	0	17.67394	0	0	17.67394	1.433662	0	0	1.433662	0.31909
Los Angele	2023	MDV	Aggregate	Aggregate	Electricity	7870.579	1.02E+08	0	1.02E+08	14028187	39205945	0	0	0	0	0	0	0	0	0.223875
Los Angele	2023	MDV	Aggregate	Aggregate	Plug-in Hyb	6232.489	97520239	47944371	49575868	8942655	14973390	0.367698	0	1.098978	1.466675	0.077887	0	0.02036	0.098247	0.214995
Los Angele	2023	MH	Aggregate	Aggregate	Gasoline	15543.05	49363672	49363672	0	508461.1	0	24.35364	0	0.22054	24.57418	0.07661	0	0.000245	0.076855	0.163242
Los Angele	2023	MH	Aggregate	Aggregate	Diesel	5175.529	17697719	17697719	0	169239.8	0	70.70523	0	0	70.70523	1.767031	0	0	1.767031	0.078034
Los Angele	2023	MHDT	Aggregate	Aggregate	Gasoline	15094.87	2.68E+08	2.68E+08	0	98759908	0	147.4097	0.485117	47.31461	195.2094	0.281434	0	0.053572	0.335006	0.885001
Los Angele	2023	MHDT	Aggregate	Aggregate	Diesel	58440.26	7.75E+08	7.75E+08	0	2.23E+08	0	987.3569	271.6092	394.3491	1653.315	11.49326	0.616609	0	12.10987	2.561304
Los Angele	2023	MHDT	Aggregate	Aggregate	Electricity	27.28255	182952.9	0	182952.9	110014	191209	0	0	0	0	0	0	0	0	0.000605
Los Angele	2023	MHDT	Aggregate	Aggregate	Natural Ga	827.543	12565269	12565269	0	2223934	0	1.603121	1.931778	0	3.534898	0.011462	0.005038	0	0.0165	0.041553
Los Angele	2023	OBUS	Aggregate	Aggregate	Gasoline	3808.788	50096952	50096952	0	24919437	0	27.98199	0.089074	10.99346	39.06453	0.043204	0	0.007646	0.05085	0.165667
Los Angele	2023	OBUS	Aggregate	Aggregate	Diesel	2064.03	48653689	48653689	0	7784916	0	98.63557	10.95169	14.37688	123.9641	1.807411	0.013041	0	1.820452	0.160895
Los Angele	2023	OBUS	Aggregate	Aggregate	Natural Ga	319.8885	5705980	5705980	0	831326.3	0	0.985191	0.161029	0	1.146219	0.004307	0.000336	0	0.004643	0.018869
Los Angele	2023	SBUS	Aggregate	Aggregate	Gasoline	1333.83	19295830	19295830	0	1744650	0	11.12862	0.444235	1.400991	12.97385	0.022714	0	0.000916	0.02363	0.04254
Los Angele	2023	SBUS	Aggregate	Aggregate	Diesel	1641.865	10859805	10859805	0	7774165	0	111.1948	20.35362	1.452629	133.0011	0.626144	0.026573	0	0.652717	0.035913
Los Angele	2023	SBUS	Aggregate	Aggregate	Electricity	1.644084	6244.498	0	6244.498	7784.674	7220.522	0	0	0	0	0	0	0	0	2.07E-05
Los Angele	2023	SBUS	Aggregate	Aggregate	Natural Ga	1447.068	11817518	11817518	0	6851811	0	11.56164	2.74027	0	14.30191	0.053693	0.00614	0	0.059833	0.03908
Los Angele	2023	UBUS	Aggregate	Aggregate	Gasoline	438.7258	10187166	10187166	0	573853.3	0	2.799464	0	0.557655	3.357119	0.013038	0	0.000324	0.013362	0.030768
Los Angele	2023	UBUS	Aggregate	Aggregate	Diesel	9.742965	414987.4	414987.4	0	12743.8	0	0.389703	0	0	0.389703	0.002769	0	0	0.002769	0.004003
Los Angele	2023	UBUS	Aggregate	Aggregate	Electricity	53.53079	789956.6	0	789956.6	70018.27	1658146	0	0	0	0	0	0	0	0	0.005685
Los Angele	2023	UBUS	Aggregate	Aggregate	Natural Ga	3880.599	1.37E+08	1.37E+08	0	5075823	0	103.2533	0	0	103.2533	0.055971	0	0	0.055971	1.262284

PM2.5_PM	PM2.5_TO	PM10_RUI	PM10_IDLI	PM10_STR	PM10_TOT	PM10_PM	PM10_PMI	PM10_TOT	CO2_RUNE	CO2_IDLEX	CO2_STRE	CO2_TOTE	CH4_RUNE	CH4_IDLEX	CH4_STRE	CH4_TOTE	N2O_RUNE	N2O_IDLE	N2O_STRE	N2O_TOTE
0.040194	0.048618	0.002258	0	0.000571	0.002828	0.023295	0.114839	0.140962	2514.722	0	20.9457	2535.668	0.199983	0	3.35E-05	0.200016	0.237616	0	0.008481	0.246097
63.59023	136.2906	54.65862	0.669595	0	55.32822	79.06252	181.6864	316.0771	3580888	222440.4	0	3803328	1.46298	4.317508	0	5.780488	564.1703	35.04557	0	599.2159
0.012577	0.020345	0	0	0	0	0.031073	0.035934	0.067007	0	0	0	0	0	0	0	0	0	0	0	0
6.517981	7.925517	0.319153	0.031391	0	0.350544	4.340895	18.6228	23.31424	149312.8	15209.67	0	164522.4	180.6967	40.78528	0	221.4819	30.43839	3.100591	0	33.53898
156.7633	345.271	81.07516	0	13.17516	94.25032	407.3864	447.8952	949.5319	15001881	0	424936.4	15426818	162.5867	0	431.5524	594.1391	259.4181	0	197.0684	456.4865
0.334652	3.868974	3.470557	0	0	3.470557	0.855599	0.956148	5.282304	27441.06	0	0	27441.06	0.248076	0	0	0.248076	4.32335	0	0	4.32335
4.073289	9.403655	0	0	0	0	21.32146	11.63797	32.95943	0	0	0	0	0	0	0	0	0	0	0	0
2.204256	6.685416	1.253806	0	0.305384	1.55919	12.19017	6.297875	20.04723	232905.6	0	8788.787	241694.4	0.840332	0	5.428394	6.268726	0.982509	0	2.74891	3.731418
16.76057	38.63987	12.38769	0	1.839992	14.22768	35.1867	47.88734	97.30172	1546417	0	47671.01	1594088	49.04355	0	64.15674	113.2003	58.78209	0	21.86206	80.64415
0.004423	0.267265	0.272608	0	0	0.272608	0.008109	0.012636	0.293353	448.4513	0	0	448.4513	0.015539	0	0	0.015539	0.070654	0	0	0.070654
0.015903	0.036593	0	0	0	0	0.082761	0.045437	0.128198	0	0	0	0	0	0	0	0	0	0	0	0
0.008759	0.024283	0.003004	0	0.000735	0.003739	0.048346	0.025026	0.077111	843.8817	0	34.0884	877.9701	0.003043	0	0.019551	0.022595	0.00356	0	0.009909	0.013469
87.79418	178.5275	40.03682	0	6.056493	46.09332	193.4072	250.8405	490.341	8764922	0	243641.1	9008563	100.4411	0	231.6675	332.1085	168.7959	0	104.004	272.8
0.277113	0.954571	0.545049	0	0	0.545049	0.62395	0.79175	1.96075	25793.31	0	0	25793.31	0.074632	0	0	0.074632	4.063746	0	0	4.063746
0.158492	0.36645	0	0	0	0	0.831833	0.452835	1.284668	0	0	0	0	0	0	0	0	0	0	0	0
0.309865	0.891943	0.134767	0	0.032739	0.167506	1.712249	0.885328	2.765083	31028.9	0	1351.833	32380.73	0.112	0	0.715977	0.827977	0.13108	0	0.363034	0.494114
47.97857	53.70167	2.150933	0	0.250666	2.401599	14.05965	137.0816	153.5429	1128654	5336.598	17217.66	1151208	11.67662	5.18908	22.42555	39.29125	18.29169	0.135955	34.15534	52.58298
22.7303	43.94196	19.03116	0.52883	0	19.55999	9.991338	64.9437	94.49502	415263.3	2467.956	0	417731.3	3.830971	0.096239	0	3.927211	65.42491	0.388827	0	65.81374
8.121596	8.915642	0.277837	0	0.031099	0.308937	2.039961	23.20456	25.55346	187217.4	952.7829	2621.399	190791.5	1.208789	0.798422	3.497988	5.5052	2.822264	0.020429	5.195011	8.037704
11.67677	20.89802	8.251264	0.23735	0	8.488614	4.39941	33.36219	46.25021	217027.3	1764.244	0	218791.6	1.654539	0.042972	0	1.697511	34.19274	0.277957	0	34.4707
1.514124	3.028851	0.822828	0	0.408615	1.231443	1.442023	4.326068	6.999534	70551.42	0	5191.125	75742.55	65.56861	0	18.56851	84.13712	14.03581	0	0.876657	14.91247
50.38885	102.6085	23.53057	0	3.891906	27.42247	108.009	143.9682	279.3996	5996032	0	178753.2	6174785	86.69206	0	179.3683	266.0604	135.6626	0	70.57133	206.234
0.588172	2.340924	1.498486	0	0	1.498486	1.276359	1.680491	4.455336	70272.1	0	0	70272.1	0.148567	0	0	0.148567	11.0714	0	0	11.0714
0.170569	0.394445	0	0	0	0	0.895501	0.487341	1.382842	0	0	0	0	0	0	0	0	0	0	0	0
0.155601	0.468843	0.084709	0	0.022144	0.106853	0.859981	0.444573	1.411407	16032.11	0	943.9345	16976.05	0.057373	0	0.395713	0.453086	0.066605	0	0.199023	0.265628
0.830287	1.070385	0.083321	0	0.000266	0.083587	0.65297	2.37225	3.108807	96792.86	0	17.74554	96810.61	0.873133	0	0.020951	0.894084	1.435397	0	0.023587	1.458984
0.295763	2.140828	1.846929	0	0	1.846929	0.312134	0.845037	3.0041	19896.24	0	0	19896.24	0.062508	0	0	0.062508	3.134661	0	0	3.134661
4.501313	5.721319	0.306085	0	0.058265	0.364349	3.540003	12.86089	16.76525	490083.5	2977.464	5074.973	498136	4.090219	1.408714	5.247035	10.74597	7.190432	0.040328	3.577478	10.80824
13.05351	27.72468	12.01294	0.644489	0	12.65742	10.24522	37.29574	60.19838	932676.1	45017.98	0	977694.1	0.954061	0.231063	0	1.185124	146.9435	7.092601	0	154.0361
0.001542	0.002147	0	0	0	0	0.00242	0.004406	0.006826	0	0	0	0	0	0	0	0	0	0	0	0
0.210951	0.269003	0.012466	0.005479	0	0.017945	0.16621	0.602717	0.786872	11876.52	1559.418	0	13435.93	7.347122	5.27345	0	12.62057	2.421105	0.317897	0	2.739003
0.850825	1.067343	0.046989	0	0.008316	0.055304	0.662669	2.430929	3.148903	93746.15	524.3151	867.9155	95138.38	0.699815	0.26584	0.975639	1.941294	1.323959	0.007199	0.820103	2.15126
1.247261	3.228608	1.889134	0.01363	0	1.902765	0.643578	3.563603	6.109946	76914.24	2293.803	0	79208.04	0.1422	0.037495	0	0.179695	12.11787	0.36139	0	12.47926
0.096908	0.12042	0.004684	0.000366	0	0.00505	0.075477	0.27688	0.357407	5612.712	124.0344	0	5736.746	3.342527	0.469956	0	3.812483	1.144188	0.025285	0	1.169473
0.348738	0.414908	0.024703	0	0.000996	0.0257	0.17016	0.996394	1.192254	19181.61	1257.989	109.5578	20549.15	0.308336	1.162136	0.134177	1.604649	0.596017	0.040276	0.124767	0.761059
0.196272	0.884902	0.654456	0.027775	0	0.68223	0.143651	0.560776	1.386657	15280.25	1378.061	0	16658.31	0.091383	0.004705	0	0.096088	2.407409	0.217114	0	2.624523
5.64E-05	7.71E-05	0	0	0	0	8.26E-05	0.000161	0.000244	0	0	0	0	0	0	0	0	0	0	0	0
0.213581	0.312494	0.058397	0.006678	0	0.065074	0.156319	0.61023	0.831624	22413.76	2157.017	0	24570.77	61.80121	7.846186	0	69.6474	4.569191	0.439722	0	5.008913
0.412913	0.457043	0.01418	0	0.000352	0.014532	0.123072	1.179752	1.317356	21042.72	0	60.25159	21102.97	0.056737	0	0.072372	0.129109	0.236355	0	0.05044	0.286795
0.017611	0.024383	0.002894	0	0	0.002894	0.016013	0.050319	0.069226	793.6076	0	0	793.6076	0.002212	0	0	0.002212	0.125033	0	0	0.125033
0.016613	0.022297	0	0	0	0	0.022739	0.047465	0.070203	0	0	0	0	0	0	0	0	0	0	0	0
5.788991	7.107246	0.058502	0	0	0.058502	5.049137	16.53997	21.64761	387954.4	0	0	387954.4	394.7515	0	0	394.7515	79.08704	0	0	79.08704

ROG_RUNI	ROG_IDLE	ROG_STRE	ROG_TOTE	ROG_DIUR	ROG_HOTS	ROG_RUNI	ROG_TOTA	TOG_RUNI	TOG_IDLE	TOG_STRE	TOG_TOTE	TOG_DIUR	TOG_HOTS	TOG_RUNI	TOG_TOTA	CO_RUNE	CO_IDLE	CO_STREX	CO_TOTEX	SOx_RUNE
1.125098	0	0.000173	1.125271	0.150028	0.041328	0.350764	1.667391	1.64174	0	0.000189	1.641929	0.150028	0.041328	0.350764	2.184049	58.6862	0	1.741337	60.42754	0.024861
31.49756	92.95477	0	124.4523	0	0	0	124.4523	35.85757	105.8219	0	141.6795	0	0	0	141.6795	190.5493	1349.434	0	1539.984	33.90886
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5.059804	0.700095	0	5.759899	0	0	0	5.759899	187.2375	41.75808	0	228.9955	0	0	0	228.9955	1044.1	114.3606	0	1158.46	0
635.4574	0	1979.879	2615.336	1979.328	578.1407	1433.132	6605.937	926.9507	0	2167.711	3094.661	1979.328	578.1407	1433.132	7085.263	44609.65	0	19047.61	63657.26	148.3089
5.340927	0	0	5.340927	0	0	0	5.340927	6.08029	0	0	6.08029	0	0	0	6.08029	51.43537	0	0	51.43537	0.260018
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.632398	0	21.85621	24.4886	15.27391	5.493746	4.756472	50.01273	3.841188	0	23.92979	27.77098	15.27391	5.493746	4.756472	53.29511	380.8339	0	166.2437	547.0776	2.302509
221.6873	0	337.3904	559.0777	421.1682	112.2377	324.2735	1416.757	323.3873	0	369.3991	692.7864	421.1682	112.2377	324.2735	1550.466	9484.317	0	3229.683	12714	15.28791
0.334548	0	0	0.334548	0	0	0	0.334548	0.380861	0	0	0.380861	0	0	0	0.380861	1.820256	0	0	1.820256	0.004249
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.009529	0	0.078652	0.08818	0.03508	0.01207	0.010507	0.145838	0.013904	0	0.086114	0.100018	0.03508	0.01207	0.010507	0.157675	1.382877	0	0.598245	1.981122	0.008343
404.4335	0	1075.982	1480.416	869.0753	238.8536	628.8154	3217.16	590.0799	0	1178.064	1768.144	869.0753	238.8536	628.8154	3504.888	25146.85	0	10067.83	35214.68	86.65018
1.606789	0	0	1.606789	0	0	0	1.606789	1.829222	0	0	1.829222	0	0	0	1.829222	14.09892	0	0	14.09892	0.244405
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.350457	0	2.878614	3.229071	1.42016	0.46782	0.426228	5.543278	0.511386	0	3.15172	3.663106	1.42016	0.46782	0.426228	5.977313	50.81595	0	21.89544	72.71139	0.306752
58.82463	18.78424	109.5966	187.2055	134.43	34.60671	187.0976	543.3399	85.83676	27.40992	119.9945	233.2412	134.43	34.60671	187.0976	589.3756	2057.332	167.0038	2027.98	4252.316	11.15789
82.47856	2.071975	0	84.55053	0	0	0	84.55053	93.89635	2.358806	0	96.25516	0	0	0	96.25516	228.7978	17.1736	0	245.9714	3.934831
5.678632	2.90418	17.11415	25.69696	20.44903	5.208592	27.40667	78.76126	8.286246	4.237772	18.73784	31.26186	20.44903	5.208592	27.40667	84.32615	225.5833	25.71247	306.9659	558.2616	1.850834
35.62125	0.925152	0	36.54641	0	0	0	36.54641	40.55243	1.053224	0	41.60565	0	0	0	41.60565	90.04121	7.668137	0	97.70935	2.056444
429.3364	0	138.0813	567.4177	221.331	395.9973	401.8801	1586.626	517.0565	0	150.1147	667.1712	221.331	395.9973	401.8801	1686.38	4677.899	0	813.0623	5490.962	0.697473
376.035	0	906.7073	1282.742	672.5777	177.1038	499.9521	2632.376	547.6275	0	992.7221	1540.35	672.5777	177.1038	499.9521	2889.983	18224.61	0	6797.246	25021.85	59.27688
3.198558	0	0	3.198558	0	0	0	3.198558	3.641346	0	0	3.641346	0	0	0	3.641346	49.36734	0	0	49.36734	0.665864
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.181139	0	1.605296	1.786435	0.890093	0.292609	0.269439	3.238576	0.264317	0	1.757597	2.021914	0.890093	0.292609	0.269439	3.474055	26.23517	0	12.21028	38.44545	0.158494
3.989931	0	0.08721	4.077141	26.52445	7.201141	0.16206	37.96479	5.822098	0	0.095484	5.917582	26.52445	7.201141	0.16206	39.80523	120.7829	0	1.968088	122.7509	0.956896
1.345752	0	0	1.345752	0	0	0	1.345752	1.53205	0	0	1.53205	0	0	0	1.53205	5.675658	0	0	5.675658	0.188527
20.15369	5.448057	28.6577	54.25945	16.57	4.044269	31.23386	106.1076	29.40822	7.949792	31.37657	68.73458	16.57	4.044269	31.23386	120.5827	523.1018	78.02978	606.7407	1207.872	4.844975
20.54067	4.974714	0	25.51538	0	0	0	25.51538	23.38399	5.663334	0	29.04732	0	0	0	29.04732	83.14353	148.7247	0	231.8682	8.831885
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.104976	0.075347	0	0.180323	0	0	0	0.180323	7.498277	5.381942	0	12.88022	0	0	0	12.88022	32.63578	9.546073	0	42.18185	0
3.425055	1.020858	5.209704	9.655617	4.034507	1.012519	4.4357	19.13834	4.997832	1.489634	5.703971	12.19144	4.034507	1.012519	4.4357	21.67416	87.46148	7.905683	106.7427	202.1098	0.926776
3.061528	0.807254	0	3.868782	0	0	0	3.868782	3.485317	0.918997	0	4.404314	0	0	0	4.404314	11.94719	12.18426	0	24.13145	0.728332
0.047758	0.006715	0	0.054473	0	0	0	0.054473	3.411294	0.479625	0	3.890919	0	0	0	3.890919	16.34077	0.610274	0	16.95104	0
1.539194	5.098352	0.776863	7.41441	0.891507	0.242158	0.573375	9.12145	2.245989	7.439504	0.850567	10.53606	0.891507	0.242158	0.573375	12.2431	30.4597	39.43133	18.04844	87.93947	0.18963
1.967441	0.101302	0	2.068744	0	0	0	2.068744	2.239782	0.115325	0	2.355107	0	0	0	2.355107	4.643005	1.570409	0	6.213414	0.144695
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.883017	0.112107	0	0.995124	0	0	0	0.995124	63.07267	8.007609	0	71.08028	0	0	0	71.08028	214.6695	11.30842	0	225.9779	0
0.188746	0	0.309843	0.498589	0.105164	0.034455	0.071724	0.709932	0.275418	0	0.339239	0.614657	0.105164	0.034455	0.071724	0.826	4.710141	0	5.372559	10.0827	0.208029
0.047623	0	0	0.047623	0	0	0	0.047623	0.054215	0	0	0.054215	0	0	0	0.054215	0.06154	0	0	0.06154	0.00752
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5.697106	0	0	5.697106	0	0	0	5.697106	402.935	0	0	402.935	0	0	0	402.935	5854.961	0	0	5854.961	0

SOx_IDLEX	SOx_STREX	SOx_TOTEX	NH3_RUNE	Fuel Consumption
0	0.000207	0.025068	0.050686	267.383
2.106378	0	36.01524	479.4544	339749.8
0	0	0	0	0
0	0	0	94.99242	19016.29
0	4.200929	152.5098	1733.347	1626739
0	0	0.260018	0.331544	2451.299
0	0	0	0	0
0	0.086886	2.389395	29.76628	25486.37
0	0.471277	15.75918	165.9804	168094.6
0	0	0.004249	0.003142	40.05998
0	0	0	0	0
0	0.000337	0.00868	0.116764	92.58085
0	2.408641	89.05882	882.6332	949941.7
0	0	0.244405	0.241781	2304.106
0	0	0	0	0
0	0.013364	0.320116	4.28819	3414.507
0.052758	0.170214	11.38086	78.79948	121393.4
0.023385	0	3.958216	147.6746	37315.77
0.009419	0.025915	1.886169	11.46564	20118.73
0.016717	0	2.073161	66.83733	19544.56
0	0.05132	0.748792	3.179349	7986.957
0	1.767157	61.04404	489.0711	651123.4
0	0	0.665864	0.494589	6277.379
0	0	0	0	0
0	0.009332	0.167825	2.219683	1790.103
0	0.000175	0.957071	2.428795	10208.56
0	0	0.188527	2.936541	1777.323
0.029435	0.050171	4.924581	13.26206	52527.82
0.426293	0	9.258178	178.3499	87337.02
0	0	0	0	0
0	0	0	14.68188	1552.989
0.005183	0.00858	0.94054	2.482617	10032.22
0.021721	0	0.750053	11.29508	7075.623
0	0	0	6.66715	663.0804
0.012437	0.001083	0.203149	0.95715	2166.883
0.013049	0	0.157744	0.895603	1488.08
0	0	0	0	0
0	0	0	13.80817	2840.006
0	0.000596	0.208624	0.505324	2225.282
0	0	0.00752	0.079015	70.89265
0	0	0	0	0
0	0	0	146.0187	44841.61

Compton 2045 General Plan Update
City of Compton, California
Appendix D: Energy Consumption Information

Sheet 5: Raw EMFAC Output - Los Angeles (SC) Sub-Area 2045

Source: EMFAC2021 (v1.0.2) Emissions Inventory
Region Type: Sub-Area
Region: Los Angeles (SC)
Calendar Year: 2045
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/year for CVMT and EVMT, trips/year for Trips, kWh/year for Energy Consumption, tons/year for Emissions, 1000 gallons/year for Fuel Consumption

Region	Calendar Y	Vehicle Cat	Model Yea	Speed	Fuel	Population	Total VMT	CVMT	EVMT	Trips	Energy Consum	NOx_RUNE	NOx_IDLEX	NOx_STRE	NOx_TOTE	PM2.5_RUI	PM2.5_IDL	PM2.5_STR	PM2.5_TO	PM2.5_PM	PM2.5_PM
Los Angele	2045	HHDT	Aggregate	Aggregate	Gasoline	9.692067	362481.7	362481.7	0	63411.47	0	0.811539	0	0.046506	0.858045	0.000387	0	3.24E-05	0.00042	0.001998	0.012563
Los Angele	2045	HHDT	Aggregate	Aggregate	Diesel	69267.02	2.98E+09	2.98E+09	0	3.61E+08	0	3974.421	1426.403	1011.208	6412.032	72.78541	0.593738	0	73.37915	29.25913	99.04812
Los Angele	2045	HHDT	Aggregate	Aggregate	Electricity	19941.5	5.81E+08	0	580605690	75934098	1039650167	0	0	0	0	0	0	0	0	5.49978	10.19888
Los Angele	2045	HHDT	Aggregate	Aggregate	Natural Ga	6229.23	1.2E+08	1.2E+08	0	14047162	0	29.31643	17.09987	0	46.4163	0.199743	0.059867	0	0.259609	1.187703	6.497929
Los Angele	2045	LDA	Aggregate	Aggregate	Gasoline	2814427	3.68E+10	3.68E+10	0	4.56E+09	0	789.9738	0	774.4508	1564.425	21.91406	0	3.866781	25.78084	81.1334	123.9719
Los Angele	2045	LDA	Aggregate	Aggregate	Diesel	1795.526	21773519	21773519	0	2818813	0	0.406265	0	0	0.406265	0.028728	0	0	0.028728	0.048002	0.07355
Los Angele	2045	LDA	Aggregate	Aggregate	Electricity	382921.1	5.21E+09	0	5205305488	6.28E+08	2009677536	0	0	0	0	0	0	0	0	11.47573	8.81572
Los Angele	2045	LDA	Aggregate	Aggregate	Plug-in Hyb	131778.2	1.75E+09	7.15E+08	1035134934	1.89E+08	312641601.9	5.47175	0	23.23651	28.70826	0.427113	0	0.166873	0.593986	3.859026	2.836236
Los Angele	2045	LDT1	Aggregate	Aggregate	Gasoline	259917.9	3.22E+09	3.22E+09	0	4.08E+08	0	80.9873	0	78.40968	159.397	2.176257	0	0.388198	2.564455	7.101141	13.27408
Los Angele	2045	LDT1	Aggregate	Aggregate	Diesel	2.866037	37049.24	37049.24	0	4624.019	0	0.001323	0	0	0.001323	0.00018	0	0	0.00018	8.17E-05	0.000151
Los Angele	2045	LDT1	Aggregate	Aggregate	Electricity	7356.24	99357374	0	99357373.6	12042143	38360146.62	0	0	0	0	0	0	0	0	1.56115	1.200185
Los Angele	2045	LDT1	Aggregate	Aggregate	Plug-in Hyb	5623.181	74792555	30458318	44334237.3	8068393	13390261.04	0.232997	0	0.991538	1.224535	0.017577	0	0.006667	0.024244	0.164889	0.121341
Los Angele	2045	LDT2	Aggregate	Aggregate	Gasoline	1911088	2.48E+10	2.48E+10	0	3.08E+09	0	642.0531	0	664.7822	1306.835	15.30229	0	2.643416	17.94571	54.7815	100.7115
Los Angele	2045	LDT2	Aggregate	Aggregate	Diesel	7230.624	94624329	94624329	0	11709547	0	3.381425	0	0	3.381425	0.452252	0	0	0.452252	0.208611	0.382912
Los Angele	2045	LDT2	Aggregate	Aggregate	Electricity	74994.05	7.08E+08	0	708125733	1.23E+08	273394977.9	0	0	0	0	0	0	0	0	1.56115	1.200185
Los Angele	2045	LDT2	Aggregate	Aggregate	Plug-in Hyb	51509.83	6.78E+08	2.77E+08	401477479	73908620	121258164.5	2.115983	0	9.082753	11.19874	0.161993	0	0.062161	0.224154	1.494927	1.09986
Los Angele	2045	LHDT1	Aggregate	Aggregate	Gasoline	87404.51	9.91E+08	9.91E+08	0	4.26E+08	0	19.80364	0.767517	181.7009	202.2721	1.074889	0	0.047086	1.121975	2.185474	29.83173
Los Angele	2045	LHDT1	Aggregate	Aggregate	Diesel	65755.33	7.33E+08	7.33E+08	0	2.7E+08	0	142.4816	21.03573	0	163.5174	9.140527	0.625361	0	9.765888	2.424829	22.06594
Los Angele	2045	LHDT1	Aggregate	Aggregate	Electricity	100268	1.4E+09	0	1404697105	4.57E+08	787910032.8	0	0	0	0	0	0	0	0	3.096827	21.13584
Los Angele	2045	LHDT2	Aggregate	Aggregate	Gasoline	12503.63	1.35E+08	1.35E+08	0	60915352	0	3.338874	0.095677	22.63802	26.07257	0.145043	0	0.006136	0.151179	0.297262	4.733902
Los Angele	2045	LHDT2	Aggregate	Aggregate	Diesel	31657.66	3.4E+08	3.4E+08	0	1.3E+08	0	95.70565	10.74794	0	106.4536	5.242749	0.300459	0	5.543208	1.124772	11.94133
Los Angele	2045	LHDT2	Aggregate	Aggregate	Electricity	27262.51	3.66E+08	0	365994895	1.18E+08	205400736.1	0	0	0	0	0	0	0	0	0.806881	6.424787
Los Angele	2045	MCY	Aggregate	Aggregate	Gasoline	198119.8	3.83E+08	3.83E+08	0	1.37E+08	0	197.8741	0	9.746465	207.6206	0.990142	0	0.510604	1.500746	0.422326	1.773768
Los Angele	2045	MDV	Aggregate	Aggregate	Gasoline	1110677	1.36E+10	1.36E+10	0	1.78E+09	0	412.2168	0	417.678	829.8947	8.661918	0	1.573506	10.23542	29.96962	56.16764
Los Angele	2045	MDV	Aggregate	Aggregate	Diesel	11954.32	1.46E+08	1.46E+08	0	19137237	0	2.219829	0	0	2.219829	0.173229	0	0	0.173229	0.322451	0.604494
Los Angele	2045	MDV	Aggregate	Aggregate	Electricity	68822.17	6.42E+08	0	641729259	1.13E+08	247760458.9	0	0	0	0	0	0	0	0	1.414771	1.088904
Los Angele	2045	MDV	Aggregate	Aggregate	Plug-in Hyb	32590.39	4.04E+08	1.65E+08	238876572	46762156	72147844.32	1.26131	0	5.746679	7.007988	0.098665	0	0.040225	0.13889	0.890139	0.655696
Los Angele	2045	MH	Aggregate	Aggregate	Gasoline	12978.67	44752627	44752627	0	424572.3	0	8.951175	0	0.160798	9.111972	0.051131	0	0.000161	0.051292	0.147994	0.750562
Los Angele	2045	MH	Aggregate	Aggregate	Diesel	7803.79	24356538	24356538	0	255183.9	0	52.09107	0	0	52.09107	0.53351	0	0	0.53351	0.107394	0.406041
Los Angele	2045	MHDT	Aggregate	Aggregate	Gasoline	6921.079	1.06E+08	1.06E+08	0	45281960	0	7.971001	0.14752	16.96092	25.07944	0.121383	0	0.022778	0.14416	0.35078	1.779003
Los Angele	2045	MHDT	Aggregate	Aggregate	Diesel	50020.49	6.29E+08	6.29E+08	0	1.94E+08	0	183.1715	113.9818	248.4858	545.6391	2.480813	0.043747	0	2.524559	2.079127	10.55952
Los Angele	2045	MHDT	Aggregate	Aggregate	Electricity	49459.25	7.06E+08	0	705544943	2.06E+08	740122739.6	0	0	0	0	0	0	0	0	2.333191	5.926682
Los Angele	2045	MHDT	Aggregate	Aggregate	Natural Ga	1021.254	12733337	12733337	0	2866827	0	0.825127	2.25809	0	3.083218	0.01576	0.00803	0	0.02379	0.042108	0.213269
Los Angele	2045	OBUS	Aggregate	Aggregate	Gasoline	1725.048	14899515	14899515	0	11286329	0	3.891422	0.031389	4.271388	8.194198	0.016642	0	0.003312	0.019954	0.049272	0.253492
Los Angele	2045	OBUS	Aggregate	Aggregate	Diesel	2309.989	50470694	50470694	0	9060080	0	49.06527	5.686866	10.15001	64.90214	0.684975	0.004999	0	0.689974	0.166903	1.428831
Los Angele	2045	OBUS	Aggregate	Aggregate	Electricity	934.8739	16266111	0	16266111.2	6116521	17122232.1	0	0	0	0	0	0	0	0	0.053791	0.138371
Los Angele	2045	OBUS	Aggregate	Aggregate	Natural Ga	454.7828	6827369	6827369	0	1181890	0	0.609934	0.219689	0	0.829623	0.00845	0.000699	0	0.009148	0.022578	0.116157
Los Angele	2045	SBUS	Aggregate	Aggregate	Gasoline	1037.721	13998138	13998138	0	1357339	0	1.762627	0.241954	0.894224	2.898804	0.023479	0	0.00117	0.024649	0.030861	0.252991
Los Angele	2045	SBUS	Aggregate	Aggregate	Diesel	501.0258	3416793	3416793	0	2372337	0	1.705151	1.148142	1.604524	4.457817	0.012839	0.00042	0	0.013259	0.011299	0.061752
Los Angele	2045	SBUS	Aggregate	Aggregate	Electricity	1771.17	17485961	0	17485961	6426740	20219040.2	0	0	0	0	0	0	0	0	0.049353	0.158014
Los Angele	2045	SBUS	Aggregate	Aggregate	Natural Ga	1405.554	9466475	9466475	0	6655241	0	3.636078	2.555349	0	6.191427	0.043011	0.008499	0	0.051511	0.031305	0.17109
Los Angele	2045	UBUS	Aggregate	Aggregate	Gasoline	204.0812	3874863	3874863	0	266938.3	0	0.076835	0	0.083153	0.159989	0.0042	0	3.94E-05	0.004239	0.008543	0.136041
Los Angele	2045	UBUS	Aggregate	Aggregate	Electricity	6147.779	2.11E+08	0	211202617	8041295	443862060.5	0	0	0	0	0	0	0	0	1.945671	4.481612
Los Angele	2045	UBUS	Aggregate	Aggregate	Natural Ga	58.26446	1326651	1326651	0	76209.91	0	0.186396	0	0	0.186396	0.013786	0	0	0.013786	0.004387	0.046577

PM2.5_TO	PM10_RUN	PM10_IDLE	PM10_STR	PM10_TOT	PM10_PM	PM10_PMI	PM10_TOT	CO2_RUNE	CO2_IDLEX	CO2_STRE	CO2_TOTE	CH4_RUNE	CH4_IDLEX	CH4_STRE	CH4_TOTE	N2O_RUNE	N2O_IDLE	N2O_STRE	N2O_TOTE	ROG_RUNE	ROG_IDLE	ROG_STRE
0.01498	0.000421	0	3.53E-05	0.000456	0.007991	0.035893	0.044341	649.088	0	2.9955	652.0835	0.02789	0	1.09E-05	0.027901	0.038491	0	0.002446	0.040937	0.122938	0	5.56E-05
201.6864	76.07644	0.620584	0	76.69703	117.0365	282.9946	476.7282	4163607	274026.3	0	4437633	1.542702	6.692482	0	8.235185	655.9779	43.17295	0	699.1509	33.21396	144.0873	0
15.69866	0	0	0	0	21.99912	29.13967	51.13879	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.945241	0.217239	0.06511	0	0.282349	4.75081	18.56551	23.59867	138497.1	17943.29	0	156440.4	95.7458	40.93932	0	136.6851	28.23354	3.657857	0	31.8914	1.664583	0.599502	0
230.8861	23.83354	0	4.205477	28.03901	324.5336	354.2054	706.778	9443459	0	269091.4	9712550	46.07929	0	154.4187	200.4979	129.0766	0	122.4595	251.536	134.2484	0	585.6955
0.15028	0.030027	0	0	0.030027	0.19201	0.210144	0.43218	4615.943	0	0	4615.943	0.006885	0	0	0.006885	0.727244	0	0	0.727244	0.148225	0	0
20.29145	0	0	0	0	45.90294	25.18777	71.09071	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.289248	0.464524	0	0.18149	0.646014	15.4361	8.10353	24.18565	238609.6	0	11559.5	250169.1	0.819521	0	7.996621	8.816142	0.918941	0	3.85236	4.771301	2.689951	0	33.94197
22.93967	2.366878	0	0.422201	2.789079	28.40456	37.92594	69.11958	963927.6	0	28219.71	992147.3	4.648953	0	15.29745	19.9464	12.32802	0	11.95436	24.28237	14.01313	0	59.28974
0.000412	0.000188	0	0	0.000188	0.000327	0.000431	0.000946	14.612	0	0	14.612	3.32E-05	0	0	3.32E-05	0.002302	0	0	0.002302	0.000714	0	0
0.387485	0	0	0	0	0.876182	0.481257	1.357439	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.310474	0.019117	0	0.007251	0.026368	0.659557	0.346689	1.032614	10159.43	0	564.3464	10723.78	0.034845	0	0.341578	0.376423	0.039013	0	0.164703	0.203717	0.114543	0	1.448357
173.4387	16.64264	0	2.874956	19.51759	219.126	287.7471	526.3907	7666626	0	222482.9	7889109	42.35847	0	134.2584	176.6169	95.68096	0	100.0188	195.6997	129.2687	0	526.9937
1.043776	0.472701	0	0	0.472701	0.834444	1.094035	2.40118	27648.21	0	0	27648.21	0.084251	0	0	0.084251	4.355986	0	0	4.355986	1.813877	0	0
2.761335	0	0	0	0	6.2446	3.429099	9.673699	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.818942	0.176182	0	0.067606	0.243788	5.979709	3.142458	9.365954	92265.83	0	5432.531	97698.36	0.316115	0	3.125639	3.441754	0.353556	0	1.505554	1.85911	1.040232	0	13.26733
33.13918	1.16904	0	0.051211	1.22025	8.741898	85.2335	95.19565	558413	3377.12	11015.87	572806	0.56304	2.630366	9.041756	12.23516	1.847395	0.076959	17.80369	19.72804	1.868201	8.815191	39.43485
34.25666	9.553821	0.653637	0	10.20746	9.699316	63.04555	82.95233	378947	2713.389	0	381660.4	1.724261	0.120835	0	1.845097	59.70325	0.427496	0	60.13075	37.12233	2.601512	0
24.23267	0	0	0	0	12.38731	60.38813	72.77543	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5.182343	0.157747	0	0.006674	0.164421	1.189049	13.52543	14.8789	85537.74	557.1587	1549.342	87644.24	0.069046	0.331046	1.131948	1.532039	0.338369	0.00967	2.242212	2.590252	0.224733	1.098882	4.868643
18.60931	5.479803	0.314044	0	5.793847	4.49909	34.1181	44.41103	204706.4	2125.004	0	206831.4	0.981171	0.058176	0	1.039346	32.25157	0.334795	0	32.58637	21.12403	1.252488	0
7.231668	0	0	0	0	3.227522	18.35653	21.58406	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.696839	1.062057	0	0.547446	1.609503	1.689303	5.067908	8.366714	81374.91	0	5393.964	86768.87	63.16729	0	18.59494	81.76223	14.95552	0	0.653399	15.60892	379.2963	0	130.4216
96.37268	9.420626	0	1.711332	11.13196	119.8785	160.479	291.4894	5098955	0	156527	5255482	25.59216	0	81.90988	107.502	55.86413	0	59.89785	115.762	81.5979	0	331.3892
1.100173	0.181061	0	0	0.181061	1.289803	1.727124	3.197989	55602.05	0	0	55602.05	0.04732	0	0	0.04732	8.760126	0	0	8.760126	1.018763	0	0
2.503675	0	0	0	0	5.659083	3.111153	8.770237	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1.684725	0.107307	0	0.043748	0.151055	3.560556	1.873418	5.585029	54997.11	0	4187.115	59184.22	0.186989	0	1.963737	2.150726	0.207543	0	0.939252	1.146796	0.620069	0	8.394274
0.949847	0.055609	0	0.000175	0.055784	0.591976	2.144462	2.792222	87670.45	0	13.98257	87684.43	0.157893	0	0.015245	0.173138	0.845192	0	0.018915	0.864107	0.433872	0	0.05369
1.046945	0.557633	0	0	0.557633	0.429576	1.160116	2.147325	27434.28	0	0	27434.28	0.047024	0	0	0.047024	4.322282	0	0	4.322282	1.012405	0	0
2.273943	0.132015	0	0.024773	0.156787	1.403119	5.082867	6.642773	165283.2	1175.088	1867.661	168325.9	0.275041	0.670359	1.859136	2.804536	0.791531	0.014205	1.473796	2.279532	1.019032	2.535616	9.116756
15.16321	2.592984	0.045725	0	2.638709	8.316509	30.17006	41.12528	676758.6	32386.3	0	709144.9	0.166279	0.140761	0	0.30704	106.6236	5.102474	0	111.7261	3.579945	3.03055	0
8.259872	0	0	0	0	9.332762	16.93338	26.26614	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.279167	0.01714	0.008734	0	0.025874	0.168433	0.609339	0.803646	11341.34	1922.983	0	13264.33	8.082239	5.385904	0	13.46814	2.312007	0.392013	0	2.70402	0.115479	0.076954	0
0.322717	0.018099	0	0.003602	0.021701	0.197087	0.724263	0.943051	24058.43	217.024	346.4428	24621.89	0.068713	0.115648	0.368572	0.552933	0.236364	0.002344	0.290476	0.529184	0.307757	0.466673	2.001832
2.285708	0.715946	0.005225	0	0.721171	0.667613	4.082373	5.471157	70358.77	2277.476	0	72636.24	0.039543	0.045651	0	0.085194	11.08505	0.358817	0	11.44387	0.851352	0.98285	0
0.192162	0	0	0	0	0.215164	0.395346	0.61051	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.147883	0.00919	0.00076	0	0.00995	0.090311	0.331877	0.432137	5933.806	169.4082	0	6103.214	4.580567	0.553998	0	5.134565	1.209645	0.034535	0	1.24418	0.065447	0.007916	0
0.308501	0.025535	0	0.001273	0.026808	0.123442	0.722833	0.873083	12322.7	876.081	73.52927	13272.31	0.040206	0.911492	0.094037	1.045736	0.166711	0.025497	0.085531	0.277739	0.175631	3.980486	0.527677
0.086311	0.013419	0.000439	0	0.013858	0.045196	0.176436	0.235491	4259.84	336.0429	0	4595.883	0.00186	0.0014	0	0.00326	0.671139	0.052944	0	0.724083	0.040037	0.030149	0
0.207367	0	0	0	0	0.197412	0.451468	0.64888	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.253906	0.046779	0.009244	0	0.056023	0.12522	0.488828	0.670071	15481.57	2153.175	0	17634.75	36.29945	6.308566	0	42.60802	3.15602	0.438939	0	3.594959	0.518648	0.090137	0
0.148823	0.004567	0	4.28E-05	0.00461	0.03417	0.388689	0.42747	2408.075	0	10.06084	2418.136	0.002237	0	0.008077	0.010314	0.012758	0	0.013563	0.026321	0.005777	0	0.027057
6.427283	0	0	0	0	7.782682	12.80461	20.58729	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.06475	0.014409	0	0	0.014409	0.017549	0.133077	0.165035	831.1395	0	0	831.1395	0.003698	0	0	0.003698	0.169433	0	0	0.169433	0.079612	0	0

ROG_TOTE	ROG_DIUR	ROG_HOTS	ROG_RUNI	ROG_TOTA	TOG_RUNE	TOG_IDLEX	TOG_STRE	TOG_TOTE	TOG_DIURI	TOG_HOTS	TOG_RUNL	TOG_TOTA	CO_RUNEX	CO_IDLEX	CO_STREX	CO_TOTEX	SOx_RUNE	SOx_IDLEX	SOx_STREX	SOx_TOTE	NH3_RUNE	Fuel
0.122994	0.006719	0.000911	0.013025	0.143649	0.179391	0	6.09E-05	0.179452	0.006719	0.000911	0.013025	0.200107	11.05213	0	0.328993	11.38112	0.006417	0	2.96E-05	0.006447	0.017981	68.76139
177.3013	0	0	0	177.3013	37.81157	164.0324	0	201.844	0	0	0	201.844	152.9816	2128.136	0	2281.118	39.42687	2.594865	0	42.02173	720.9348	396412
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.264084	0	0	0	2.264084	98.0535	41.79817	0	139.8517	0	0	0	139.8517	659.9128	151.4212	0	811.334	0	0	0	0	112.1592	18082.13
719.9439	1005.391	192.7283	745.86	2663.923	195.8949	0	641.2629	837.1577	1005.391	192.7283	745.86	2781.137	20700.34	0	7711.127	28411.47	93.35821	0	2.660242	96.01845	1698.088	1024176
0.148225	0	0	0	0.148225	0.168744	0	0	0.168744	0	0	0	0.168744	4.466974	0	0	4.466974	0.043738	0	0	0.043738	0.074404	412.3404
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
36.63192	42.95666	8.223051	16.87135	104.683	3.92517	0	37.16219	41.08736	42.95666	8.223051	16.87135	109.1384	389.5377	0	258.171	647.7087	2.358899	0	0.114277	2.473176	33.08129	26380.02
73.30287	143.3844	24.89413	104.4419	346.0233	20.44793	0	64.9148	85.36273	143.3844	24.89413	104.4419	358.0831	2016.51	0	741.7907	2758.3	9.529406	0	0.278981	9.808386	146.8339	104620.7
0.000714	0	0	0	0.000714	0.000813	0	0	0.000813	0	0	0	0.000813	0.007566	0	0	0.007566	0.000138	0	0	0.000138	0.000127	1.305284
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1.5629	1.498389	0.309744	0.54537	3.916402	0.167141	0	1.585769	1.752909	1.498389	0.309744	0.54537	4.106412	16.58196	0	11.01656	27.59852	0.100436	0	0.005579	0.106015	1.410131	1130.809
656.2624	720.0859	134.1834	536.1037	2046.635	188.6286	0	576.9918	765.6203	720.0859	134.1834	536.1037	2155.993	16683.34	0	6679.506	23362.84	75.79241	0	2.19947	77.99188	1144.539	831896.7
1.813877	0	0	0	1.813877	2.064978	0	0	2.064978	0	0	0	2.064978	18.9287	0	0	18.9287	0.261981	0	0	0.261981	0.323347	2469.803
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14.30757	14.45041	2.916791	5.392807	37.06758	1.517904	0	14.52606	16.04397	14.45041	2.916791	5.392807	38.80398	150.6013	0	100.9146	251.5159	0.912142	0	0.053706	0.965848	12.80598	10302.17
50.11824	66.06638	9.564335	89.43504	215.184	2.726075	12.86311	43.17619	58.76537	66.06638	9.564335	89.43504	223.8311	561.2886	119.1346	1507.3	2187.723	5.520481	0.033386	0.108903	5.662771	49.17316	60401.68
39.72384	0	0	0	39.72384	42.2613	2.961648	0	45.22295	0	0	0	45.22295	74.11433	21.56267	0	95.677	3.590715	0.025711	0	3.616426	176.604	34093.57
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6.192258	10.47477	1.459715	14.07096	32.1977	0.32793	1.603486	5.330551	7.261967	10.47477	1.459715	14.07096	33.26741	77.56563	17.04278	216.9547	311.5632	0.845628	0.005508	0.015317	0.866453	6.688399	9241.976
22.37651	0	0	0	22.37651	24.0483	1.425874	0	25.47417	0	0	0	25.47417	43.66995	10.38127	0	54.05122	1.939697	0.020135	0	1.959832	81.03273	18476.16
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
509.7178	259.893	545.6307	565.5722	1880.814	474.4322	0	142.0322	616.4644	259.893	545.6307	565.5722	1987.56	4451.35	0	1089.112	5540.462	0.804474	0	0.053325	0.857799	3.871942	9149.669
412.9871	479.3796	86.14453	353.9567	1332.468	119.0675	0	362.8294	481.8969	479.3796	86.14453	353.9567	1401.378	9690.758	0	3969.997	13660.76	50.40836	0	1.547429	51.95579	625.2131	554184
1.018763	0	0	0	1.018763	1.159794	0	0	1.159794	0	0	0	1.159794	32.219	0	0	32.219	0.526858	0	0	0.526858	0.499799	4966.909
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9.014342	9.936585	1.929066	3.775677	24.65567	0.904803	0	9.190673	10.09548	9.936585	1.929066	3.775677	25.7368	89.7643	0	63.84891	153.6132	0.543702	0	0.041394	0.585096	7.633628	6240.902
0.487562	8.521435	1.290361	0.048233	10.34759	0.633105	0	0.058784	0.691889	8.521435	1.290361	0.048233	10.55192	7.585262	0	1.157497	8.742759	0.866712	0	0.000138	0.86685	2.219909	9246.214
1.012405	0	0	0	1.012405	1.152556	0	0	1.152556	0	0	0	1.152556	3.05674	0	0	3.05674	0.259954	0	0	0.259954	5.772571	2450.693
12.6714	5.875424	0.794662	11.19637	30.53786	1.486969	3.699966	9.9817	15.16863	5.875424	0.794662	11.19637	33.03509	21.44939	36.19673	168.0231	225.6692	1.633992	0.011617	0.018464	1.664073	5.261694	17749.76
6.610495	0	0	0	6.610495	4.075495	3.45005	0	7.525545	0	0	0	7.525545	26.37378	127.8657	0	154.2395	6.408499	0.306679	0	6.715178	152.2684	63347.63
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.192433	0	0	0	0.192433	8.248518	5.49671	0	13.74523	0	0	0	13.74523	29.23863	15.91116	0	45.14979	0	0	0	0	14.87826	1533.154
2.776262	2.452446	0.390895	2.692704	8.312307	0.449079	0.680967	2.191754	3.321801	2.452446	0.390895	2.692704	8.857845	7.075182	3.606587	37.05018	47.73195	0.237842	0.002146	0.003425	0.243412	0.739075	2596.348
1.834202	0	0	0	1.834202	0.969199	1.1189	0	2.088099	0	0	0	2.088099	4.681328	15.17015	0	19.85148	0.666255	0.021566	0	0.687822	12.12697	6488.567
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.073363	0	0	0	0.073363	4.674804	0.565396	0	5.2402	0	0	0	5.2402	18.32352	1.364771	0	19.68829	0	0	0	0	7.977436	705.4385
4.683794	1.459493	0.188549	1.046559	7.378396	0.25628	5.808316	0.57774	6.642336	1.459493	0.188549	1.046559	9.336938	3.160992	30.7624	11.15108	45.07447	0.121822	0.008661	0.000727	0.13121	0.694364	1399.548
0.070186	0	0	0	0.070186	0.045579	0.034322	0	0.079902	0	0	0	0.079902	0.255218	1.271074	0	1.526292	0.040338	0.003182	0	0.04352	0.826616	410.5484
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.608785	0	0	0	0.608785	37.04626	6.438354	0	43.48461	0	0	0	43.48461	107.5576	16.70114	0	124.2588	0	0	0	0	11.0611	2038.308
0.032833	0.026104	0.007413	0.027285	0.093636	0.008429	0	0.029624	0.038053	0.026104	0.007413	0.027285	0.098855	2.039423	0	1.677832	3.717255	0.023806	0	9.95E-05	0.023906	0.192209	254.9894
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.079612	0	0	0	0.079612	0.090633	0	0	0.090633	0	0	0	0.090633	0.121049	0	0	0.121049	0	0	0	0	1.41851	96.06705

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Compton 2045 General Plan Update
Compton, CA

Appendix E: Noise Analysis
Transportation Noise
Prepared by: MIG, Inc.

TRAFFIC NOISE MODEL (TNM) ROADWAY GEOMETRY INPUTS

Road/Segment	Travel Lanes		Road Width (Feet)		Vehicle Speed (MPH)
	Each Direction	Total	Each Direction	Paved Area	
Alameda St (east) between Rosecrans Ave & Compton Blvd	1	2	25	50	35
Alameda St (east) between Compton Blvd & Myrrh St	1	2	25	50	35
Alameda St (west) btwn Rosecrans Ave & Compton Blvd	2	4	29	58	40
Alameda St (west) btwn Compton Blvd & Alondra Blvd	2	4	32	64	40
Alondra Blvd east of Atlantic Ave	2	4	41	82	40
Alondra Blvd btwn Long Beach Blvd & Atlantic Ave	2	4	37	74	40
Alondra Blvd btwn Santa Fe Ave & Long Beach Blvd	2	4	41	82	40
Alondra Blvd btwn Alameda St & Santa Fe Ave	2	4	38	76	40
Alondra Blvd btwn Wilmington Ave & Willowbrook Ave	2	4	39	78	40
Alondra Blvd btwn Central Ave & Wilmington Ave	2	4	40	80	40
Alondra Blvd west of Central Ave	2	4	37	74	40
Atlantic Ave north of Rosecrans Ave	2	4	34	68	35
Atlantic Ave btwn Rosecrans Ave & Compton Blvd	2	4	35	70	35
Atlantic Ave btwn Compton Blvd & Alondra Blvd	2	4	35	70	35
Atlantic Ave south of Alondra Blvd	2	4	40	80	35
Central Ave north of Rosecrans Ave	2	4	38	76	45
Central Ave btwn Rosecrans Ave & Compton Blvd	2	4	37	74	40
Central Ave btwn Compton Blvd & Alondra Blvd	2	4	37	74	40
Central Ave south of Alondra Blvd	2	4	38	76	40
Compton Blvd east of Long Beach Blvd	2	4	38	76	40
Compton Blvd btwn Santa Fe Ave & Long Beach Blvd	2	4	41	82	40
Compton Blvd btwn Wilmington Ave & Willowbrook Ave	2	4	27	54	35
Compton Blvd btwn Central Ave & Wilmington Ave	2	4	28	56	35
Compton Blvd west of Central Ave	2	4	36	72	35
El Segundo Blvd west of Wilmington Ave	2	4	37	74	40
Greenleaf Blvd west of Wilmington Ave	1	2	24	48	35
Greenleaf Blvd btwn Wilmington Ave & Willowbrook Ave	1	2	25	50	35
Greenleaf Blvd btwn Santa Fe Ave & Long Beach Blvd	1	2	21	42	40
Greenleaf Blvd east of Long Beach Blvd	1	2	10	20	35
Long Beach Blvd north of Rosecrans Ave	2	4	35	70	35
Long Beach Blvd btwn Rosecrans Ave & Compton Blvd	2	4	35	70	35
Long Beach Blvd btwn Compton Blvd & Alondra Blvd	2	4	35	70	35
Long Beach Blvd btwn Alondra Blvd & Greenleaf Blvd	2	4	35	70	40
Manville St btwn Wilmington Ave & Alameda St	2	4	31	62	35

TRAFFIC NOISE MODEL (TNM) ROADWAY GEOMETRY INPUTS

Road/Segment	Travel Lanes		Road Width (Feet)		Vehicle Speed (MPH)
	Each Direction	Total	Each Direction	Paved Area	
Rosecrans Ave btwn Long Beach Blvd & Atlantic Ave	2	4	37	74	35/40
Rosecrans Ave btwn Santa Fe Ave & Long Beach Blvd	2	4	37	74	40
Rosecrans Ave btwn McDivitt Ave and Santa Fe Ave	2	4	37	74	40
Rosecrans Ave btwn McDivitt Ave and Willowbrook Ave	2	4	27	54	40
Rosecrans Ave btwn Wilmington Ave & Willowbrook Ave	2	4	37	74	40
Rosecrans Ave btwn Central Ave & Wilmington Ave	2	4	37	74	40
Rosecrans Ave west of Central Ave	3	6	40	80	40
Santa Fe Ave north of Rosecrans Ave	2	4	39	78	40
Santa Fe Ave btwn Rosecrans Ave & Compton Blvd	2	4	39	78	40
Santa Fe Ave btwn Compton Blvd and Alondra Blvd	2	4	37	74	40
Santa Fe Ave btwn Alondra Blvd & Greenleaf Blvd	2	4	40	80	40
Victoria St east of Wilmington Ave	2	4	32	64	40
Victoria St west of Wilmington Ave	2	4	42	84	40
Willowbrook (east) btwn Rosecrans Ave & Compton Blvd	1	2	19	38	30
Willowbrook (east) btwn Compton Blvd & Alondra Blvd	1	2	16	32	30
Willowbrook (west) btwn Rosecrans Ave & Compton Blvd	1	2	14	28	35
Willowbrook (west) btwn Compton Blvd & Alondra Blvd	1	2	14	28	35
Wilmington Ave north of Rosecrans Ave	2	4	39	78	35
Wilmington Ave btwn Rosecrans Ave & Compton Blvd	2	4	41	82	35
Wilmington Ave btwn Compton Blvd & Alondra Blvd	2	4	38	76	40
Wilmington Ave btwn Alondra Blvd & Greenleaf Blvd	2	4	26	52	35
Wilmington Ave south of Greenleaf Blvd	2	4	42	84	35
Wilmington Ave north of Victoria St	2	4	41	82	35

Existing (2022) Traffic Volume Data

Segment						7am-7pm	7-10pm	10pm-7am
	Existing ADT	% Autos	% Light Trucks	% Med Trucks	% Heavy Trucks	% Daytime	% Evening	% Night
Central Ave north of Rosecrans Ave	26,246	97.1%	0.8%	0.7%	1.4%	73%	11%	16%
Central Ave btwn Rosecrans Ave & Compton Blvd	22,545	96.8%	0.9%	0.8%	1.5%	73%	11%	16%
Central Ave btwn Compton Blvd & Alondra Blvd	24,370	95.4%	1.3%	1.1%	2.2%	73%	11%	16%
Central Ave south of Alondra Blvd	24,470	94.9%	1.4%	1.4%	2.3%	73%	11%	16%
Wilmington Ave north of Rosecrans Ave	21,520	97.9%	0.7%	0.6%	0.8%	73%	11%	16%
Wilmington Ave btwn Rosecrans Ave & Compton Blvd	22,855	97.3%	0.9%	0.8%	1.0%	73%	11%	16%
Wilmington Ave btwn Compton Blvd & Alondra Blvd	22,720	97.9%	0.7%	0.6%	0.8%	73%	11%	16%
Wilmington Ave btwn Alondra Blvd & Greenleaf Blvd	22,290	97.3%	0.8%	0.7%	1.2%	73%	11%	16%
Wilmington Ave south of Greenleaf Blvd	25,470	94.4%	1.2%	1.2%	3.2%	73%	11%	16%
Wilmington Ave north of Victoria St	26,390	77.2%	2.7%	4.6%	15.5%	73%	11%	16%
Willowbrook (west) btwn Rosecrans Ave & Compton Blvd	3,700	97.2%	0.9%	0.7%	1.2%	75%	10%	15%
Willowbrook (east) btwn Rosecrans Ave & Compton Blvd	2,990	97.2%	0.9%	0.7%	1.2%	75%	10%	15%
Willowbrook (west) btwn Compton Blvd & Alondra Blvd	3,200	97.0%	0.8%	0.8%	1.4%	75%	10%	15%
Willowbrook (east) btwn Compton Blvd & Alondra Blvd	2,400	97.0%	0.8%	0.8%	1.4%	75%	10%	15%
Alameda St (west) btwn Rosecrans Ave & Compton Blvd	16,900	95.0%	1.2%	1.1%	2.7%	75%	10%	15%
Alameda St (west) btwn Compton Blvd & Alondra Blvd	17,617	94.5%	1.3%	1.1%	3.1%	75%	10%	15%
Alameda St (east) between Rosecrans Ave & Compton Blvd	3,900	95.0%	1.2%	1.1%	2.7%	75%	10%	15%
Alameda St (east) between Compton Blvd & Myrrh St	4,100	98.5%	0.5%	0.2%	0.8%	75%	10%	15%
Santa Fe Ave north of Rosecrans Ave	16,670	96.7%	0.9%	1.0%	1.4%	75%	10%	15%
Santa Fe Ave btwn Rosecrans Ave & Compton Blvd	18,670	97.3%	0.7%	0.7%	1.3%	75%	10%	15%
Santa Fe Ave btwn Compton Blvd and Alondra Blvd	22,910	97.0%	0.8%	0.7%	1.5%	75%	10%	15%
Santa Fe Ave btwn Alondra Blvd & Greenleaf Blvd	22,440	95.7%	1.1%	1.0%	2.2%	75%	10%	15%
Long Beach Blvd north of Rosecrans Ave	18,340	98.4%	0.4%	0.3%	0.9%	75%	11%	15%
Long Beach Blvd btwn Rosecrans Ave & Compton Blvd	17,845	98.5%	0.4%	0.3%	0.8%	75%	11%	15%
Long Beach Blvd btwn Compton Blvd & Alondra Blvd	21,754	99.0%	0.3%	0.2%	0.5%	75%	11%	15%
Long Beach Blvd btwn Alondra Blvd & Greenleaf Blvd	18,625	98.3%	0.4%	0.2%	1.1%	75%	11%	15%
Atlantic Ave north of Rosecrans Ave	22,400	99.1%	0.3%	0.2%	0.4%	75%	11%	15%
Atlantic Ave btwn Rosecrans Ave & Compton Blvd	18,830	99.5%	0.2%	0.2%	0.1%	75%	11%	15%
Atlantic Ave btwn Compton Blvd & Alondra Blvd	23,790	99.5%	0.2%	0.1%	0.2%	75%	11%	15%
Atlantic Ave south of Alondra Blvd	22,350	99.2%	0.3%	0.2%	0.3%	75%	11%	15%
El Segundo Blvd west of Wilmington Ave	24,597	98.6%	0.5%	0.3%	0.6%	80%	8%	12%
Rosecrans Ave west of Central Ave	29,160	97.7%	0.7%	0.6%	1.0%	75%	10%	15%
Rosecrans Ave btwn Central Ave & Wilmington Ave	24,015	98.2%	0.6%	0.5%	0.7%	75%	10%	15%
Rosecrans Ave btwn Wilmington Ave & Willowbrook Ave	24,560	98.6%	0.5%	0.4%	0.5%	75%	10%	15%
Rosecrans Ave west of Santa Fe Ave	30,115	98.8%	0.4%	0.3%	0.5%	75%	10%	15%
Rosecrans Ave btwn Santa Fe Ave & Long Beach Blvd	22,285	98.7%	0.4%	0.4%	0.5%	75%	10%	15%
Rosecrans Ave btwn Long Beach Blvd & Atlantic Ave	23,650	98.5%	0.5%	0.4%	0.6%	75%	10%	15%
Compton Blvd west of Central Ave	20,970	96.6%	0.9%	0.9%	1.6%	80%	9%	11%
Compton Blvd btwn Central Ave & Wilmington Ave	18,827	98.0%	0.6%	0.5%	0.9%	80%	9%	11%
Compton Blvd btwn Wilmington Ave & Willowbrook Ave	22,710	97.8%	0.7%	0.6%	0.9%	80%	9%	11%
Compton Blvd btwn Santa Fe Ave & Long Beach Blvd	21,910	98.4%	0.5%	0.4%	0.7%	80%	9%	11%
Compton Blvd east of Long Beach Blvd	22,680	98.4%	0.5%	0.4%	0.7%	80%	9%	11%
Alondra Blvd west of Central Ave	18,890	97.6%	0.7%	0.7%	1.0%	81%	8%	11%
Alondra Blvd btwn Central Ave & Wilmington Ave	20,620	97.9%	0.6%	0.6%	0.9%	81%	8%	11%
Alondra Blvd btwn Wilmington Ave & Willowbrook Ave	21,047	98.0%	0.6%	0.5%	0.9%	81%	8%	11%
Alondra Blvd btwn Alameda St & Santa Fe Ave	22,420	98.2%	0.5%	0.4%	0.9%	81%	8%	11%
Alondra Blvd btwn Santa Fe Ave & Long Beach Blvd	21,140	97.8%	0.7%	0.5%	1.0%	81%	8%	11%
Alondra Blvd btwn Long Beach Blvd & Atlantic Ave	25,530	96.3%	0.9%	0.8%	2.0%	81%	8%	11%
Alondra Blvd east of Atlantic Ave	30,320	96.7%	0.9%	0.5%	1.9%	81%	8%	11%
Greenleaf Blvd west of Wilmington Ave	9,800	96.6%	1.1%	1.1%	1.2%	81%	8%	11%
Greenleaf Blvd btwn Wilmington Ave & Willowbrook Ave	17,890	93.0%	2.0%	2.0%	3.0%	81%	8%	11%
Greenleaf Blvd btwn Santa Fe Ave & Long Beach Blvd	9,600	99.2%	0.3%	0.3%	0.2%	81%	8%	11%
Greenleaf Blvd east of Long Beach Blvd	5,290	96.5%	0.6%	0.5%	2.4%	81%	8%	11%
Manville St btwn Wilmington Ave & Alameda St	7,550	54.6%	5.3%	8.8%	31.3%	81%	8%	11%
Victoria St west of Wilmington Ave	12,070	87.2%	3.4%	3.3%	6.1%	81%	8%	11%
Victoria St east of Wilmington Ave	10,160	54.6%	5.3%	8.8%	31.3%	81%	8%	11%

Source: Iteris 2024

2045 No Project Traffic Volume Data

Segment						7am-7pm	7-10pm	10pm-7am
	2045 NP ADT	% Autos	% Light Trucks	% Med Trucks	% Heavy Trucks	% Daytime	% Evening	% Night
Central Ave north of Rosecrans Ave	25,900	96.4%	1.0%	0.8%	1.8%	73%	11%	16%
Central Ave btwn Rosecrans Ave & Compton Blvd	22,300	96.2%	1.1%	0.9%	1.9%	73%	11%	16%
Central Ave btwn Compton Blvd & Alondra Blvd	24,100	95.1%	1.3%	1.2%	2.4%	73%	11%	16%
Central Ave south of Alondra Blvd	24,200	94.6%	1.6%	1.5%	2.3%	73%	11%	16%
Wilmington Ave north of Rosecrans Ave	21,300	97.9%	0.7%	0.5%	0.9%	73%	11%	16%
Wilmington Ave btwn Rosecrans Ave & Compton Blvd	22,600	97.4%	0.8%	0.7%	1.1%	73%	11%	16%
Wilmington Ave btwn Compton Blvd & Alondra Blvd	22,500	97.9%	0.6%	0.5%	0.9%	73%	11%	16%
Wilmington Ave btwn Alondra Blvd & Greenleaf Blvd	22,000	97.7%	0.6%	0.6%	1.1%	73%	11%	16%
Wilmington Ave south of Greenleaf Blvd	25,200	92.5%	1.2%	1.1%	5.2%	73%	11%	16%
Wilmington Ave north of Victoria St	27,400	78.1%	2.3%	2.7%	16.8%	73%	11%	16%
Willowbrook (west) btwn Rosecrans Ave & Compton Blvd	3,700	96.4%	1.0%	0.7%	1.8%	75%	10%	15%
Willowbrook (east) btwn Rosecrans Ave & Compton Blvd	3,000	100.0%	0.0%	0.0%	0.0%	75%	10%	15%
Willowbrook (west) btwn Compton Blvd & Alondra Blvd	3,400	96.2%	0.9%	0.8%	2.2%	75%	10%	15%
Willowbrook (east) btwn Compton Blvd & Alondra Blvd	2,400	100.0%	0.0%	0.0%	0.0%	75%	10%	15%
Alameda St (west) btwn Rosecrans Ave & Compton Blvd	18,900	94.7%	1.1%	0.9%	3.3%	75%	10%	15%
Alameda St (west) btwn Compton Blvd & Alondra Blvd	20,100	93.5%	1.2%	1.0%	4.3%	75%	10%	15%
Alameda St (east) between Rosecrans Ave & Compton Blvd	3,900	98.1%	0.4%	0.2%	1.3%	75%	10%	15%
Alameda St (east) between Compton Blvd & Myrrh St	4,100	98.1%	0.4%	0.2%	1.3%	75%	10%	15%
Santa Fe Ave north of Rosecrans Ave	16,500	96.5%	0.9%	0.8%	1.8%	75%	10%	15%
Santa Fe Ave btwn Rosecrans Ave & Compton Blvd	18,500	97.0%	0.8%	0.7%	1.5%	75%	10%	15%
Santa Fe Ave btwn Compton Blvd and Alondra Blvd	22,700	96.6%	0.8%	0.7%	1.9%	75%	10%	15%
Santa Fe Ave btwn Alondra Blvd & Greenleaf Blvd	22,200	93.5%	1.2%	1.2%	4.1%	75%	10%	15%
Long Beach Blvd north of Rosecrans Ave	18,100	97.9%	0.4%	0.3%	1.4%	75%	11%	15%
Long Beach Blvd btwn Rosecrans Ave & Compton Blvd	17,700	98.1%	0.4%	0.3%	1.2%	75%	11%	15%
Long Beach Blvd btwn Compton Blvd & Alondra Blvd	21,500	98.6%	0.3%	0.2%	0.9%	75%	11%	15%
Long Beach Blvd btwn Alondra Blvd & Greenleaf Blvd	18,400	97.7%	0.4%	0.3%	1.6%	75%	11%	15%
Atlantic Ave north of Rosecrans Ave	22,100	99.0%	0.3%	0.2%	0.4%	75%	11%	15%
Atlantic Ave btwn Rosecrans Ave & Compton Blvd	18,600	99.4%	0.3%	0.1%	0.2%	75%	11%	15%
Atlantic Ave btwn Compton Blvd & Alondra Blvd	23,500	99.4%	0.3%	0.1%	0.2%	75%	11%	15%
Atlantic Ave south of Alondra Blvd	23,600	98.7%	0.4%	0.2%	0.6%	75%	11%	15%
El Segundo Blvd west of Wilmington Ave	24,300	97.6%	0.7%	0.6%	1.0%	80%	8%	12%
Rosecrans Ave west of Central Ave	28,800	97.5%	0.7%	0.6%	1.3%	75%	10%	15%
Rosecrans Ave btwn Central Ave & Wilmington Ave	24,400	98.0%	0.6%	0.5%	1.0%	75%	10%	15%
Rosecrans Ave btwn Wilmington Ave & Willowbrook Ave	25,500	98.4%	0.5%	0.4%	0.8%	75%	10%	15%
Rosecrans Ave west of Santa Fe Ave	29,800	98.6%	0.4%	0.3%	0.7%	75%	10%	15%
Rosecrans Ave btwn Santa Fe Ave & Long Beach Blvd	22,000	98.5%	0.4%	0.3%	0.8%	75%	10%	15%
Rosecrans Ave btwn Long Beach Blvd & Atlantic Ave	23,400	98.2%	0.5%	0.4%	0.9%	75%	10%	15%
Compton Blvd west of Central Ave	20,700	97.0%	0.8%	0.8%	1.4%	80%	9%	11%
Compton Blvd btwn Central Ave & Wilmington Ave	18,600	97.7%	0.7%	0.5%	1.1%	80%	9%	11%
Compton Blvd btwn Wilmington Ave & Willowbrook Ave	22,500	98.0%	0.6%	0.5%	1.0%	80%	9%	11%
Compton Blvd btwn Santa Fe Ave & Long Beach Blvd	22,100	98.5%	0.4%	0.3%	0.7%	80%	9%	11%
Compton Blvd east of Long Beach Blvd	22,900	98.4%	0.5%	0.4%	0.7%	80%	9%	11%
Alondra Blvd west of Central Ave	19,600	98.1%	0.6%	0.6%	0.8%	81%	8%	11%
Alondra Blvd btwn Central Ave & Wilmington Ave	21,500	97.8%	0.7%	0.6%	1.0%	81%	8%	11%
Alondra Blvd btwn Wilmington Ave & Willowbrook Ave	22,000	98.2%	0.5%	0.4%	0.8%	81%	8%	11%
Alondra Blvd btwn Alameda St & Santa Fe Ave	22,500	98.3%	0.5%	0.4%	0.8%	81%	8%	11%
Alondra Blvd btwn Santa Fe Ave & Long Beach Blvd	20,900	97.7%	0.7%	0.5%	1.1%	81%	8%	11%
Alondra Blvd btwn Long Beach Blvd & Atlantic Ave	28,700	96.2%	0.9%	0.7%	2.2%	81%	8%	11%
Alondra Blvd east of Atlantic Ave	30,000	96.4%	0.8%	0.6%	2.2%	81%	8%	11%
Greenleaf Blvd west of Wilmington Ave	11,200	94.0%	1.5%	1.4%	3.1%	81%	8%	11%
Greenleaf Blvd btwn Wilmington Ave & Willowbrook Ave	19,000	92.6%	2.0%	1.9%	3.6%	81%	8%	11%
Greenleaf Blvd btwn Santa Fe Ave & Long Beach Blvd	12,200	99.1%	0.4%	0.2%	0.4%	81%	8%	11%
Greenleaf Blvd east of Long Beach Blvd	5,300	99.1%	0.4%	0.2%	0.4%	81%	8%	11%
Manville St btwn Wilmington Ave & Alameda St	7,500	45.2%	5.9%	6.8%	42.1%	81%	8%	11%
Victoria St west of Wilmington Ave	20,700	84.2%	3.6%	3.3%	8.9%	81%	8%	11%
Victoria St east of Wilmington Ave	11,600	45.2%	5.9%	6.8%	42.1%	81%	8%	11%

Source: Iteris 2024

2045 with General Plan Update Traffic Volume Data

Segment						7am-7pm	7-10pm	10pm-7am
	2045 WP ADT	% Autos	% Light Trucks	% Med Trucks	% Heavy Trucks	% Daytime	% Evening	% Night
Central Ave north of Rosecrans Ave	27,400	96.8%	0.9%	0.8%	1.6%	73%	11%	16%
Central Ave btwn Rosecrans Ave & Compton Blvd	23,600	96.7%	0.9%	0.8%	1.6%	73%	11%	16%
Central Ave btwn Compton Blvd & Alondra Blvd	25,500	95.7%	1.2%	1.1%	2.0%	73%	11%	16%
Central Ave south of Alondra Blvd	25,600	95.4%	1.4%	1.3%	1.9%	73%	11%	16%
Wilmington Ave north of Rosecrans Ave	21,800	97.9%	0.7%	0.6%	0.9%	73%	11%	16%
Wilmington Ave btwn Rosecrans Ave & Compton Blvd	23,900	97.2%	0.9%	0.7%	1.1%	73%	11%	16%
Wilmington Ave btwn Compton Blvd & Alondra Blvd	23,700	98.0%	0.6%	0.5%	0.8%	73%	11%	16%
Wilmington Ave btwn Alondra Blvd & Greenleaf Blvd	23,300	97.7%	0.6%	0.6%	1.1%	73%	11%	16%
Wilmington Ave south of Greenleaf Blvd	26,400	93.3%	1.0%	1.0%	4.6%	73%	11%	16%
Wilmington Ave north of Victoria St	28,700	81.1%	2.2%	2.4%	14.3%	73%	11%	16%
Willowbrook (west) btwn Rosecrans Ave & Compton Blvd	4,100	96.6%	0.9%	0.7%	1.8%	75%	10%	15%
Willowbrook (east) btwn Rosecrans Ave & Compton Blvd	3,100	100.0%	0.0%	0.0%	0.0%	75%	10%	15%
Willowbrook (west) btwn Compton Blvd & Alondra Blvd	5,400	97.6%	0.6%	0.5%	1.3%	75%	10%	15%
Willowbrook (east) btwn Compton Blvd & Alondra Blvd	2,600	100.0%	0.0%	0.0%	0.0%	75%	10%	15%
Alameda St (west) btwn Rosecrans Ave & Compton Blvd	19,700	95.0%	1.0%	0.9%	3.1%	75%	10%	15%
Alameda St (west) btwn Compton Blvd & Alondra Blvd	20,700	93.6%	1.2%	1.0%	4.1%	75%	10%	15%
Alameda St (east) between Rosecrans Ave & Compton Blvd	4,100	98.4%	0.3%	0.2%	1.1%	75%	10%	15%
Alameda St (east) between Compton Blvd & Myrrh St	4,300	98.4%	0.3%	0.2%	1.1%	75%	10%	15%
Santa Fe Ave north of Rosecrans Ave	17,400	96.8%	0.9%	0.8%	1.6%	75%	10%	15%
Santa Fe Ave btwn Rosecrans Ave & Compton Blvd	19,500	97.1%	0.8%	0.7%	1.5%	75%	10%	15%
Santa Fe Ave btwn Compton Blvd and Alondra Blvd	23,900	97.0%	0.7%	0.6%	1.7%	75%	10%	15%
Santa Fe Ave btwn Alondra Blvd & Greenleaf Blvd	22,800	94.6%	1.0%	1.0%	3.4%	75%	10%	15%
Long Beach Blvd north of Rosecrans Ave	19,200	98.0%	0.4%	0.3%	1.3%	75%	11%	15%
Long Beach Blvd btwn Rosecrans Ave & Compton Blvd	18,700	98.2%	0.4%	0.3%	1.2%	75%	11%	15%
Long Beach Blvd btwn Compton Blvd & Alondra Blvd	22,100	98.6%	0.3%	0.2%	0.9%	75%	11%	15%
Long Beach Blvd btwn Alondra Blvd & Greenleaf Blvd	19,500	97.6%	0.5%	0.3%	1.6%	75%	11%	15%
Atlantic Ave north of Rosecrans Ave	23,400	99.0%	0.4%	0.2%	0.4%	75%	11%	15%
Atlantic Ave btwn Rosecrans Ave & Compton Blvd	19,700	99.3%	0.3%	0.2%	0.2%	75%	11%	15%
Atlantic Ave btwn Compton Blvd & Alondra Blvd	24,900	99.3%	0.3%	0.2%	0.3%	75%	11%	15%
Atlantic Ave south of Alondra Blvd	24,200	98.7%	0.4%	0.2%	0.6%	75%	11%	15%
El Segundo Blvd west of Wilmington Ave	25,700	97.5%	0.8%	0.7%	1.1%	80%	8%	12%
Rosecrans Ave west of Central Ave	31,100	97.5%	0.7%	0.6%	1.2%	75%	10%	15%
Rosecrans Ave btwn Central Ave & Wilmington Ave	26,300	97.9%	0.7%	0.5%	1.0%	75%	10%	15%
Rosecrans Ave btwn Wilmington Ave & Willowbrook Ave	26,800	98.6%	0.4%	0.3%	0.7%	75%	10%	15%
Rosecrans Ave west of Santa Fe Ave	30,800	98.8%	0.4%	0.3%	0.6%	75%	10%	15%
Rosecrans Ave btwn Santa Fe Ave & Long Beach Blvd	22,900	98.6%	0.4%	0.3%	0.7%	75%	10%	15%
Rosecrans Ave btwn Long Beach Blvd & Atlantic Ave	24,100	98.4%	0.5%	0.3%	0.8%	75%	10%	15%
Compton Blvd west of Central Ave	21,500	97.3%	0.7%	0.7%	1.3%	80%	9%	11%
Compton Blvd btwn Central Ave & Wilmington Ave	20,100	98.0%	0.5%	0.5%	0.9%	80%	9%	11%
Compton Blvd btwn Wilmington Ave & Willowbrook Ave	25,000	98.1%	0.6%	0.5%	0.9%	80%	9%	11%
Compton Blvd btwn Santa Fe Ave & Long Beach Blvd	23,600	98.5%	0.4%	0.3%	0.7%	80%	9%	11%
Compton Blvd east of Long Beach Blvd	23,700	98.4%	0.5%	0.4%	0.7%	80%	9%	11%
Alondra Blvd west of Central Ave	20,200	98.3%	0.6%	0.5%	0.6%	81%	8%	11%
Alondra Blvd btwn Central Ave & Wilmington Ave	22,700	97.6%	0.7%	0.6%	1.0%	81%	8%	11%
Alondra Blvd btwn Wilmington Ave & Willowbrook Ave	24,100	98.1%	0.6%	0.5%	0.9%	81%	8%	11%
Alondra Blvd btwn Alameda St & Santa Fe Ave	23,100	98.4%	0.5%	0.4%	0.7%	81%	8%	11%
Alondra Blvd btwn Santa Fe Ave & Long Beach Blvd	22,000	98.0%	0.6%	0.5%	0.9%	81%	8%	11%
Alondra Blvd btwn Long Beach Blvd & Atlantic Ave	30,100	96.3%	0.9%	0.7%	2.1%	81%	8%	11%
Alondra Blvd east of Atlantic Ave	31,700	96.5%	0.8%	0.7%	2.1%	81%	8%	11%
Greenleaf Blvd west of Wilmington Ave	12,000	95.5%	1.1%	1.0%	2.3%	81%	8%	11%
Greenleaf Blvd btwn Wilmington Ave & Willowbrook Ave	21,100	94.8%	1.3%	1.3%	2.5%	81%	8%	11%
Greenleaf Blvd btwn Santa Fe Ave & Long Beach Blvd	12,900	99.1%	0.4%	0.2%	0.3%	81%	8%	11%
Greenleaf Blvd east of Long Beach Blvd	5,600	99.1%	0.4%	0.2%	0.3%	81%	8%	11%
Manville St btwn Wilmington Ave & Alameda St	7,900	45.6%	6.2%	6.8%	41.5%	81%	8%	11%
Victoria St west of Wilmington Ave	22,500	86.0%	3.1%	3.1%	7.7%	81%	8%	11%
Victoria St east of Wilmington Ave	10,900	45.6%	6.2%	6.8%	41.5%	81%	8%	11%

Source: Iteris 2024

Existing (2022) Traffic Noise Contour Data

Road/Segment	Modeled Average Daily Traffic (ADT) Volume	Modeled CNEL 50 Feet from Road Centerline	Distance from Modeled Road Center to Noise Contour Level			
			60 CNEL	65 CNEL	70 CNEL	75 CNEL
Alameda St (east) between Rosecrans Ave & Compton Blvd	3,900	60.9	62	19	6	2
Alameda St (east) between Compton Blvd & Myrrh St	4,100	62.4	87	27	9	3
Alameda St (west) btwn Rosecrans Ave & Compton Blvd	16,900	68.2	330	104	33	10
Alameda St (west) btwn Compton Blvd & Alondra Blvd	17,617	67.9	308	97	31	10
Alondra Blvd east of Atlantic Ave	30,320	69.0	397	126	40	13
Alondra Blvd btwn Long Beach Blvd & Atlantic Ave	25,530	68.2	330	104	33	10
Alondra Blvd btwn Santa Fe Ave & Long Beach Blvd	21,140	67.5	281	89	28	9
Alondra Blvd btwn Alameda St & Santa Fe Ave	22,420	67.4	275	87	27	9
Alondra Blvd btwn Wilmington Ave & Willowbrook Ave	21,047	67.4	275	87	27	9
Alondra Blvd btwn Central Ave & Wilmington Ave	20,620	67.3	269	85	27	8
Alondra Blvd west of Central Ave	18,890	66.3	213	67	21	7
Atlantic Ave north of Rosecrans Ave	22,400	65.6	182	57	18	6
Atlantic Ave btwn Rosecrans Ave & Compton Blvd	18,830	65.3	169	54	17	5
Atlantic Ave btwn Compton Blvd & Alondra Blvd	23,790	66.6	229	72	23	7
Atlantic Ave south of Alondra Blvd	22,350	66.1	204	64	20	6
Central Ave north of Rosecrans Ave	26,246	70.0	500	158	50	16
Central Ave btwn Rosecrans Ave & Compton Blvd	22,545	68.7	371	117	37	12
Central Ave btwn Compton Blvd & Alondra Blvd	24,370	68.9	388	123	39	12
Central Ave south of Alondra Blvd	24,470	69.3	426	135	43	13
Compton Blvd east of Long Beach Blvd	22,680	67.2	262	83	26	8
Compton Blvd btwn Santa Fe Ave & Long Beach Blvd	21,910	67.9	308	97	31	10
Compton Blvd btwn Wilmington Ave & Willowbrook Ave	22,710	66.0	199	63	20	6
Compton Blvd btwn Central Ave & Wilmington Ave	18,827	64.9	155	49	15	5
Compton Blvd west of Central Ave	20,970	66.0	199	63	20	6
El Segundo Blvd west of Wilmington Ave	24,597	68.2	330	104	33	10
Greenleaf Blvd west of Wilmington Ave	9,800	62.5	89	28	9	3
Greenleaf Blvd btwn Wilmington Ave & Willowbrook Ave	17,890	66.1	204	64	20	6
Greenleaf Blvd btwn Santa Fe Ave & Long Beach Blvd	9,600	63.2	104	33	10	3
Greenleaf Blvd east of Long Beach Blvd	5,290	60.3	54	17	5	2
Long Beach Blvd north of Rosecrans Ave	18,340	65.6	182	57	18	6
Long Beach Blvd btwn Rosecrans Ave & Compton Blvd	17,845	65.3	169	54	17	5
Long Beach Blvd btwn Compton Blvd & Alondra Blvd	21,754	66.0	199	63	20	6
Long Beach Blvd btwn Alondra Blvd & Greenleaf Blvd	18,625	67.5	281	89	28	9
Manville St btwn Wilmington Ave & Alameda St	7,550	68.6	362	115	36	11
Rosecrans Ave btwn Long Beach Blvd & Atlantic Ave	23,650	68.1	323	102	32	10
Rosecrans Ave btwn Santa Fe Ave & Long Beach Blvd	22,285	67.8	301	95	30	10
Rosecrans Ave btwn McDivitt Ave and Santa Fe Ave	30,115	68.3	338	107	34	11
Rosecrans Ave btwn McDivitt Ave and Willowbrook Ave	30,115	52.7	9	3	1	0
Rosecrans Ave btwn Wilmington Ave & Willowbrook Ave	24,560	68.4	346	109	35	11
Rosecrans Ave btwn Central Ave & Wilmington Ave	24,015	68.2	330	104	33	10
Rosecrans Ave west of Central Ave	29,160	69.7	467	148	47	15

Santa Fe Ave north of Rosecrans Ave	16,670	66.9	245	77	24	8
Santa Fe Ave btwn Rosecrans Ave & Compton Blvd	18,670	67.4	275	87	27	9
Santa Fe Ave btwn Compton Blvd and Alondra Blvd	22,910	67.7	294	93	29	9
Santa Fe Ave btwn Alondra Blvd & Greenleaf Blvd	22,440	68.8	379	120	38	12
Victoria St east of Wilmington Ave	10,160	71.0	629	199	63	20
Victoria St west of Wilmington Ave	12,070	66.6	229	72	23	7
Willowbrook (east) btwn Rosecrans Ave & Compton Blvd	2,990	57.2	26	8	3	1
Willowbrook (east) btwn Compton Blvd & Alondra Blvd	2,400	56.5	22	7	2	1
Willowbrook (west) btwn Rosecrans Ave & Compton Blvd	3,700	58.7	37	12	4	1
Willowbrook (west) btwn Compton Blvd & Alondra Blvd	3,200	58.2	33	10	3	1
Wilmington Ave north of Rosecrans Ave	21,520	66.2	208	66	21	7
Wilmington Ave btwn Rosecrans Ave & Compton Blvd	22,855	67.0	251	79	25	8
Wilmington Ave btwn Compton Blvd & Alondra Blvd	22,720	68.9	388	123	39	12
Wilmington Ave btwn Alondra Blvd & Greenleaf Blvd	22,290	66.8	239	76	24	8
Wilmington Ave south of Greenleaf Blvd	25,470	67.9	308	97	31	10
Wilmington Ave north of Victoria St	26,390	72.9	975	308	97	31
SR91 - East City Limit to Long Beach Blvd	204,250	69.0	1,589	502	159	50
SR91 - Long Beach Blvd to West City Limit	204,250	79.2	16,635	5,261	1,664	526
I710 - North City Limit to Alondra Blvd	224,000	78.4	13,837	4,376	1,384	438
I710 - Alondra Blvd to South City Limit	224,000	70.0	2,000	632	200	63

Table Notes:

A. ADT is average daily traffic volume. ADT is bi-directional for all road segments except SR-91 and I-705. Local traffic volumes obtained from the travel demand modeling conducted for the Project (Iteris, 2024). Highway traffic volumes obtained from Caltrans.

B. CNEL is estimated at 50 feet from the road center for all road segments except SR 91 and I-705, which is estimated at 200 feet from the road center.

2045 No Project Traffic Noise Contours

Road/Segment	Modeled Average Daily Traffic (ADT) Volume	Modeled CNEL 50 Feet from Road Centerline	Distance from Modeled Road Center to Noise Contour Level			
			60 CNEL	65 CNEL	70 CNEL	75 CNEL
Alameda St (east) between Rosecrans Ave & Compton Blvd	3,900	60.4	55	17	5	2
Alameda St (east) between Compton Blvd & Myrrh St	4,100	63.0	100	32	10	3
Alameda St (west) btwn Rosecrans Ave & Compton Blvd	18,900	68.8	379	120	38	12
Alameda St (west) btwn Compton Blvd & Alondra Blvd	20,100	68.9	388	123	39	12
Alondra Blvd east of Atlantic Ave	30,000	69.1	406	129	41	13
Alondra Blvd btwn Long Beach Blvd & Atlantic Ave	28,700	68.7	371	117	37	12
Alondra Blvd btwn Santa Fe Ave & Long Beach Blvd	20,900	67.5	281	89	28	9
Alondra Blvd btwn Alameda St & Santa Fe Ave	22,500	67.4	275	87	27	9
Alondra Blvd btwn Wilmington Ave & Willowbrook Ave	22,000	67.5	281	89	28	9
Alondra Blvd btwn Central Ave & Wilmington Ave	21,500	67.5	281	89	28	9
Alondra Blvd west of Central Ave	19,600	66.3	213	67	21	7
Atlantic Ave north of Rosecrans Ave	22,100	65.5	177	56	18	6
Atlantic Ave btwn Rosecrans Ave & Compton Blvd	18,600	65.3	169	54	17	5
Atlantic Ave btwn Compton Blvd & Alondra Blvd	23,500	66.5	223	71	22	7
Atlantic Ave south of Alondra Blvd	23,600	66.5	223	71	22	7
Central Ave north of Rosecrans Ave	25,900	70.2	524	166	52	17
Central Ave btwn Rosecrans Ave & Compton Blvd	22,300	68.8	379	120	38	12
Central Ave btwn Compton Blvd & Alondra Blvd	24,100	68.9	388	123	39	12
Central Ave south of Alondra Blvd	24,200	69.3	426	135	43	13
Compton Blvd east of Long Beach Blvd	22,900	67.3	269	85	27	8
Compton Blvd btwn Santa Fe Ave & Long Beach Blvd	22,100	67.9	308	97	31	10
Compton Blvd btwn Wilmington Ave & Willowbrook Ave	22,500	66.0	199	63	20	6
Compton Blvd btwn Central Ave & Wilmington Ave	18,600	65.0	158	50	16	5
Compton Blvd west of Central Ave	20,700	65.8	190	60	19	6
El Segundo Blvd west of Wilmington Ave	24,300	68.4	346	109	35	11
Greenleaf Blvd west of Wilmington Ave	11,200	64.1	129	41	13	4
Greenleaf Blvd btwn Wilmington Ave & Willowbrook Ave	19,000	66.6	229	72	23	7
Greenleaf Blvd btwn Santa Fe Ave & Long Beach Blvd	12,200	64.3	135	43	13	4
Greenleaf Blvd east of Long Beach Blvd	5,300	59.2	42	13	4	1
Long Beach Blvd north of Rosecrans Ave	18,100	65.9	195	62	19	6
Long Beach Blvd btwn Rosecrans Ave & Compton Blvd	17,700	65.5	177	56	18	6
Long Beach Blvd btwn Compton Blvd & Alondra Blvd	21,500	66.2	208	66	21	7
Long Beach Blvd btwn Alondra Blvd & Greenleaf Blvd	18,400	67.7	294	93	29	9
Manville St btwn Wilmington Ave & Alameda St	7,500	69.5	446	141	45	14
Rosecrans Ave btwn Long Beach Blvd & Atlantic Ave	23,400	68.2	330	104	33	10
Rosecrans Ave btwn Santa Fe Ave & Long Beach Blvd	22,000	67.9	308	97	31	10
Rosecrans Ave btwn McDivitt Ave and Santa Fe Ave	29,800	68.3	338	107	34	11
Rosecrans Ave btwn McDivitt Ave and Willowbrook Ave	29,800	52.8	10	3	1	0
Rosecrans Ave btwn Wilmington Ave & Willowbrook Ave	25,500	68.8	379	120	38	12
Rosecrans Ave btwn Central Ave & Wilmington Ave	24,400	68.4	346	109	35	11

2045 No Project Traffic Noise Contours

Road/Segment	Modeled Average Daily Traffic (ADT) Volume	Modeled CNEL 50 Feet from Road Centerline	Distance from Modeled Road Center to Noise Contour Level			
			60 CNEL	65 CNEL	70 CNEL	75 CNEL
Rosecrans Ave west of Central Ave	28,800	69.8	477	151	48	15
Santa Fe Ave north of Rosecrans Ave	16,500	67.0	251	79	25	8
Santa Fe Ave btwn Rosecrans Ave & Compton Blvd	18,500	67.4	275	87	27	9
Santa Fe Ave btwn Compton Blvd and Alondra Blvd	22,700	67.8	301	95	30	10
Santa Fe Ave btwn Alondra Blvd & Greenleaf Blvd	22,200	69.5	446	141	45	14
Victoria St east of Wilmington Ave	11,600	72.4	869	275	87	27
Victoria St west of Wilmington Ave	20,700	69.6	456	144	46	14
Willowbrook (east) btwn Rosecrans Ave & Compton Blvd	3,000	56.4	22	7	2	1
Willowbrook (east) btwn Compton Blvd & Alondra Blvd	2,400	55.5	18	6	2	1
Willowbrook (west) btwn Rosecrans Ave & Compton Blvd	3,700	59.0	40	13	4	1
Willowbrook (west) btwn Compton Blvd & Alondra Blvd	3,400	58.8	38	12	4	1
Wilmington Ave north of Rosecrans Ave	21,300	66.2	208	66	21	7
Wilmington Ave btwn Rosecrans Ave & Compton Blvd	22,600	67.0	251	79	25	8
Wilmington Ave btwn Compton Blvd & Alondra Blvd	22,500	68.8	379	120	38	12
Wilmington Ave btwn Alondra Blvd & Greenleaf Blvd	22,000	66.7	234	74	23	7
Wilmington Ave south of Greenleaf Blvd	25,200	68.7	371	117	37	12
Wilmington Ave north of Victoria St	27,400	73.1	1,021	323	102	32
SR91 - East City Limit to Long Beach Blvd	224,787	58.6	145	46	14	5
SR91 - Long Beach Blvd to West City Limit	224,787	68.8	1,517	480	152	48
I710 - North City Limit to Alondra Blvd	224,000	67.9	1,233	390	123	39
I710 - Alondra Blvd to South City Limit	224,000	59.0	159	50	16	5

Notes

A. ADT is average daily traffic volume. ADT is bi-directional for all road segments except SR-91 and I-705. Local traffic volumes obtained from the travel demand modeling conducted for the Project (Iteris, 2024). Highway traffic volumes obtained from Caltrans.

B. CNEL is estimated at 50 feet from the road center for all road segments except SR 91 and I-705, which is estimated at 200 feet from the road

2045 with General Plan Update Traffic Noise Contour Data

Road/Segment	Modeled Average Daily Traffic (ADT) Volume	Modeled CNEL 50 Feet from Road Centerline	Distance from Modeled Road Center to Noise Contour Level			
			60 CNEL	65 CNEL	70 CNEL	75 CNEL
Alameda St (east) between Rosecrans Ave & Compton Blvd	4,100	60.5	56	18	6	2
Alameda St (east) between Compton Blvd & Myrrh St	4,300	63.1	102	32	10	3
Alameda St (west) btwn Rosecrans Ave & Compton Blvd	19,700	68.9	388	123	39	12
Alameda St (west) btwn Compton Blvd & Alondra Blvd	20,700	69	397	126	40	13
Alondra Blvd east of Atlantic Ave	31,700	69.3	426	135	43	13
Alondra Blvd btwn Long Beach Blvd & Atlantic Ave	30,100	68.9	388	123	39	12
Alondra Blvd btwn Santa Fe Ave & Long Beach Blvd	22,000	67.6	288	91	29	9
Alondra Blvd btwn Alameda St & Santa Fe Ave	23,100	67.4	275	87	27	9
Alondra Blvd btwn Wilmington Ave & Willowbrook Ave	24,100	68	315	100	32	10
Alondra Blvd btwn Central Ave & Wilmington Ave	22,700	67.7	294	93	29	9
Alondra Blvd west of Central Ave	20,200	66.3	213	67	21	7
Atlantic Ave north of Rosecrans Ave	23,400	65.8	190	60	19	6
Atlantic Ave btwn Rosecrans Ave & Compton Blvd	19,700	65.6	182	57	18	6
Atlantic Ave btwn Compton Blvd & Alondra Blvd	24,900	66.9	245	77	24	8
Atlantic Ave south of Alondra Blvd	24,200	66.6	229	72	23	7
Central Ave north of Rosecrans Ave	27,400	70.3	536	169	54	17
Central Ave btwn Rosecrans Ave & Compton Blvd	23,600	68.9	388	123	39	12
Central Ave btwn Compton Blvd & Alondra Blvd	25,500	69	397	126	40	13
Central Ave south of Alondra Blvd	25,600	69.3	426	135	43	13
Compton Blvd east of Long Beach Blvd	23,700	67.4	275	87	27	9
Compton Blvd btwn Santa Fe Ave & Long Beach Blvd	23,600	68.2	330	104	33	10
Compton Blvd btwn Wilmington Ave & Willowbrook Ave	25,000	66.3	213	67	21	7
Compton Blvd btwn Central Ave & Wilmington Ave	20,100	65.2	166	52	17	5
Compton Blvd west of Central Ave	21,500	65.9	195	62	19	6
El Segundo Blvd west of Wilmington Ave	25,700	68.6	362	115	36	11
Greenleaf Blvd west of Wilmington Ave	12,000	63.9	123	39	12	4
Greenleaf Blvd btwn Wilmington Ave & Willowbrook Ave	21,100	66.4	218	69	22	7
Greenleaf Blvd btwn Santa Fe Ave & Long Beach Blvd	12,900	64.5	141	45	14	4
Greenleaf Blvd east of Long Beach Blvd	5,600	59.3	43	13	4	1
Long Beach Blvd north of Rosecrans Ave	19,200	66.1	204	64	20	6
Long Beach Blvd btwn Rosecrans Ave & Compton Blvd	18,700	65.7	186	59	19	6
Long Beach Blvd btwn Compton Blvd & Alondra Blvd	22,100	66.3	213	67	21	7
Long Beach Blvd btwn Alondra Blvd & Greenleaf Blvd	19,500	68	315	100	32	10
Manville St btwn Wilmington Ave & Alameda St	7,900	69.7	467	148	47	15
Rosecrans Ave btwn Long Beach Blvd & Atlantic Ave	24,100	68.3	338	107	34	11
Rosecrans Ave btwn Santa Fe Ave & Long Beach Blvd	22,900	68	315	100	32	10
Rosecrans Ave btwn McDivitt Ave and Santa Fe Ave	30,800	68.4	692	219	69	22
Rosecrans Ave btwn McDivitt Ave and Willowbrook Ave	30,800	52.9	19	6	2	1
Rosecrans Ave btwn Wilmington Ave & Willowbrook Ave	26,800	68.8	759	240	76	24
Rosecrans Ave btwn Central Ave & Wilmington Ave	26,300	68.7	741	234	74	23

Rosecrans Ave west of Central Ave	31,100	70.1	1,023	324	102	32
Santa Fe Ave north of Rosecrans Ave	17,400	67.2	525	166	52	17
Santa Fe Ave btwn Rosecrans Ave & Compton Blvd	19,500	67.7	589	186	59	19
Santa Fe Ave btwn Compton Blvd and Alondra Blvd	23,900	67.9	617	195	62	19
Santa Fe Ave btwn Alondra Blvd & Greenleaf Blvd	22,800	69.3	851	269	85	27
Victoria St east of Wilmington Ave	10,900	72.1	1,622	513	162	51
Victoria St west of Wilmington Ave	22,500	69.6	912	288	91	29
Willowbrook (east) btwn Rosecrans Ave & Compton Blvd	3,100	56.5	45	14	4	1
Willowbrook (east) btwn Compton Blvd & Alondra Blvd	2,600	55.8	38	12	4	1
Willowbrook (west) btwn Rosecrans Ave & Compton Blvd	4,100	59.4	87	28	9	3
Willowbrook (west) btwn Compton Blvd & Alondra Blvd	5,400	60.2	105	33	10	3
Wilmington Ave north of Rosecrans Ave	21,800	66.3	427	135	43	13
Wilmington Ave btwn Rosecrans Ave & Compton Blvd	23,900	67.2	525	166	52	17
Wilmington Ave btwn Compton Blvd & Alondra Blvd	23,700	69	794	251	79	25
Wilmington Ave btwn Alondra Blvd & Greenleaf Blvd	23,300	66.9	490	155	49	15
Wilmington Ave south of Greenleaf Blvd	26,400	68.6	724	229	72	23
Wilmington Ave north of Victoria St	28,700	72.9	1,950	617	195	62
SR91 - East City Limit to Long Beach Blvd	230,222	69.5	1,783	564	178	56
SR91 - Long Beach Blvd to West City Limit	230,222	79.8	19,100	6,040	1,910	604
I710 - North City Limit to Alondra Blvd	252,484	78.9	15,525	4,909	1,552	491
I710 - Alondra Blvd to South City Limit	252,484	70.5	2,244	710	224	71

Table Notes:

A. ADT is average daily traffic volume. ADT is bi-directional for all road segments except SR-91 and I-705. Local traffic volumes obtained from the travel demand modeling conducted for the Project (Iteris, 2024). Highway traffic volumes obtained from Caltrans.

B. CNEL is estimated at 50 feet from the road center for all road segments except SR 91 and I-705, which is estimated at 100 feet from the road center.

Compton 2045 General Plan Update
City of Compton, California
Appendix E
Existing Rail Noise Levels

Source	Day	Evening	Night	CNEL	Distance from Railroad Center to Noise Contour (ft)			
					60	65	70	75
Metro Light Rail	62.4	67.4	72.4	69.1	402	127	40	27
Freight Rail	66.7	71.7	76.7	73.4	1,090	345	109	74
Total Rail Activity	68.1	73.1	78.1	74.7	1,493	472	149	102

Noise Model Based on Federal Transit Adminstration General Transit Noise Assessment
Developed for Chicago Create Project
Copyright 2006, HMMH Inc.
Case: Compton - Willowbrook Freight (2022 and 2045

RESULTS			
Noise Source	**Ldn (dB)**	**Leq - daytime (dB)**	**Leq - nighttime (dB)**
All Sources	72	68	65
Source 1	69	65	62
Source 2	66	62	59
Source 3	65	62	57
Source 4	50	46	43
Source 5	0	0	0
Source 6	0	0	0
Source 7	0	0	0
Source 8	0	0	0

Enter noise receiver land use category below.

LAND USE CATEGORY	
Noise receiver land use category (1, 2 or 3)	2

Enter data for up to 8 noise sources below - see reference list for source numbers.

NOISE SOURCE PARAMETERS						
Parameter	**Source 1**		**Source 2**		**Source 3**	
Source Num.	Freight Locomotive	9	Freight Cars	10	RRT/LRT	4
Distance (source to receiver)	distance (ft)	50	distance (ft)	50	distance (ft)	50
Daytime Hours	speed (mph)	30	speed (mph)	30	speed (mph)	45
(7 AM - 10 PM)	trains/hour	1	trains/hour	1	trains/hour	7
	locos/train	3	length of cars (ft) / train	2000	cars/train	7
Nighttime Hours	speed (mph)	30	speed (mph)	30	speed (mph)	45
(10 PM - 7 AM)	trains/hour	0.5	trains/hour	0.5	trains/hour	2
	locos/train	3	length of cars (ft) / train	2000	cars/train	7
Wheel Flats?		0.00%	% of cars w/ wheel flats	0.00%	% of cars w/ wheel flats	0.00%
Jointed Track?	Y/N	n	Y/N	n	Y/N	n
Embedded Track?	Y/N	n	Y/N	n	Y/N	n
Aerial Structure?	Y/N	n	Y/N	n	Y/N	n
Barrier Present?	Y/N	n	Y/N	n	Y/N	n
Intervening Rows of of Buildings	number of rows	0	number of rows	0	number of rows	0

Compton 2045 General Plan Update
Compton, CA

Appendix E: Noise Analysis
Ambient Noise Monitoring Results
Prepared by: MIG, Inc.

Table 1: Summary of Long-Term Noise Monitoring

Site	Date	Time	Duration	LASeq	LASmin	LASmin Time	LASmax	LASmax Time	LAS1.67	LAS8.34	LAS16.70	LAS25.00	LAS50.00	LAS90.00
LT-1	10/8/2024	10:00 AM	1 hour	52.4	44.5	10:04 AM	64.2	10:08 AM	56.7	55.2	54.1	53.3	51.7	49.3
LT-1	10/8/2024	11:00 AM	1 hour	51.5	44.8	11:49 AM	64.5	11:52 AM	56.8	54.7	53.4	52.5	50.2	47.6
LT-1	10/8/2024	12:00 PM	1 hour	50.1	44.4	12:31 PM	67.2	12:24 PM	56.0	53.3	51.7	50.8	48.6	46.6
LT-1	10/8/2024	1:00 PM	1 hour	49.8	45.5	1:12 PM	63.2	1:15 PM	54.4	52.5	51.2	50.4	49.0	47.4
LT-1	10/8/2024	2:00 PM	1 hour	51.9	43.0	2:59 PM	66.5	2:30 PM	56.8	55.1	53.8	52.7	51.0	47.6
LT-1	10/8/2024	3:00 PM	1 hour	51.0	41.2	3:47 PM	67.6	3:26 PM	57.9	55.2	53.2	51.7	48.7	45.2
6-hour LT Summary				51.2	41.2	--	67.6	--	56.6	54.4	53.0	52.0	50.0	47.4

Table 2: Summary of Short-Term Noise Monitoring

Site	Start Date	Start Time	LAeq	LASmax	LASmin	LCE	LAS1%	LAS2%	LAS5%	LAS8%	LAS10%	LAS25%	LAS50%	LAS90%	LAS95%	LAS99%
ST-1	10/8/2024	10:16 AM	70.4	90.4	50.7	89.6	75.3	75.2	74.9	74.5	74.2	71.7	68.9	65.2	64.8	64.6
ST-2	10/8/2024	10:53 AM	68.6	82.8	48.4	87.0	73.0	72.9	72.7	72.3	72.1	69.8	67.3	63.5	63.1	62.8
ST-3	10/8/2024	11:24 AM	70.2	88.5	53.2	87.3	74.8	74.8	74.5	74.2	74.0	71.9	68.3	64.8	64.4	64.0
ST-4	10/8/2024	12:09 PM	73.6	91.2	51.3	90.7	78.1	78.0	77.7	77.3	77.0	74.8	72.3	68.9	68.5	68.2
ST-5	10/8/2024	12:53 PM	69.1	84.5	61.2	90.8	73.0	72.9	72.6	72.3	72.0	70.3	68.1	65.9	65.7	65.6
ST-6	10/8/2024	1:29 PM	68.7	81.0	58.3	91.9	71.9	71.8	71.5	71.2	71.0	69.6	68.1	66.2	66.0	65.9
ST-7	10/8/2024	2:18 PM	72.0	88.6	58.2	91.9	75.7	75.7	75.4	75.1	74.9	73.3	71.0	68.5	68.2	68.0
ST-8	10/8/2024	3:06 PM	63.3	80.0	49.9	83.8	68.5	68.4	68.0	67.6	67.2	64.8	61.3	56.7	56.2	55.9

Table 3: Summary of Long-Term Noise Monitoring for Comparison to Short-Term Noise Monitoring

Site	Site of Comparison	Date	Time	Duration	LASeq	LASmin	LASmin Time	LASmax	LASmax Time	LAS1.67	LAS8.34	LAS16.70	LAS25.00	LAS50.00	LAS90.00
LT-1	ST-1	10/8/2024	10:17 AM	20 mins	50.5	46.8	10:18 AM	58.5	10:19 AM	53.7	52.4	51.3	50.9	49.9	49.0
LT-1	ST-2	10/8/2024	10:53 AM	20 mins	51.6	45.2	11:05 AM	62.0	10:53 AM	55.5	54.3	53.2	52.4	50.8	48.5
LT-1	ST-3	10/8/2024	11:24 AM	20 mins	50.5	45.4	11:40 AM	61.2	11:33 AM	55.8	53.5	52.4	51.4	49.1	47.1
LT-1	ST-4	10/8/2024	12:09 PM	30 mins	51.2	44.4	12:31 PM	67.2	12:24 PM	57.9	54.8	53.0	51.9	49.1	46.6
LT-1	ST-5	10/8/2024	12:54 PM	20 mins	48.7	44.6	12:58 PM	56.5	1:07 PM	52.3	50.8	49.8	49.1	48.0	46.8
LT-1	ST-6	10/8/2024	1:29 PM	30 mins	50.9	45.5	1:48 PM	61.9	1:46 PM	55.2	53.5	52.4	51.6	50.1	48.1
LT-1	ST-7	10/8/2024	2:18 PM	30 mins	50.4	44.5	2:43 PM	66.5	2:30 PM	55.2	53.5	52.4	51.1	49.5	46.9
LT-1	ST-8	10/8/2024	3:06 PM	30 mins	53.0	42.0	3:06 PM	67.6	3:26 PM	60.0	57.3	55.4	53.8	50.6	46.3

Summary

File Name on Meter	LT_Compt.001.s
File Name on PC	LxT_0005065-20241008 094000-LT_Compt.001.ldbin
Serial Number	0005065
Model	SoundTrack LxT®
Firmware Version	2.404
User	
Location	
Job Description	
Note	

Measurement

Description	L2 Compton General Plan, September 8-9, 2024
Start	2024-10-08 09:40:00
Stop	2024-10-09 10:12:49
Duration	24:32:49.703
Run Time	24:32:49.703
Pause	00:00:00.0
Pre-Calibration	2024-10-08 09:34:39
Post-Calibration	2024-10-09 10:16:35
Calibration Deviation	-0.14 dB

Overall Settings

RMS Weight	A Weighting
Peak Weight	A Weighting
Detector	Slow
Preamplifier	PRMLxT1L
Microphone Correction	Off
Integration Method	Exponential
OBA Range	Normal
OBA Bandwidth	1/1 and 1/3
OBA Frequency Weighting	A Weighting
OBA Max Spectrum	Bin Max

Overload	122.6 dB		
	A	**C**	**Z**
Under Range Peak	**79.1**	76.1	81.1 dB
Under Range Limit	**24.3**	25.3	31.5 dB
Noise Floor	15.1	16.2	22.3 dB

	First	**Second**	**Third**
Instrument Identification	L02	MIG INC	-956-3802

Results

LA_{Seq}			49.5	dB
LASE			99.0	dB
EAS			875.106	µPa²h
EAS8			285.200	µPa²h
EAS40			1.426	mPa²h
$LA_{pk\ (max)}$	2024-10-08	09:40:47	111.4	dB
LAS_{max}	2024-10-08	09:40:47	77.9	dB
LAS_{min}	2024-10-09	03:58:36	31.4	dB
SEA			-99.9	dB

	Exceedance Counts	**Duration**	
LAS > 70.0 dB	98	159.0	s
LAS > 80.0 dB	0	0.0	s
LA_{pk} > 115.0 dB	0	0.0	s
LA_{pk} > 135.0 dB	0	0.0	s
LA_{pk} > 140.0 dB	0	0.0	s

Community Noise	**LDN**	**LDay 07:00-22:00**	**LNight 22:00-07:00**	**LDEN**	**LDay 07:00-19:00**	**LEvening 19:00-22:00**	**LNight 22:00-07:00**	
	51.3	51.2	41.4	51.6	51.9	46.3	41.4	dB

LC_{Seq}	63.4	dB

LA_{Seq}	49.5	dB
LC_{Seq} - LA_{Seq}	13.9	dB
LAI_{eq}	57.4	dB
LA_{eq}	49.5	dB
LAI_{eq} - LA_{eq}	7.9	dB

	A		C		Z	
	dB	Time Stamp	dB	Time Stamp	dB	Time Stamp
L_{eq}	49.5					
$L_{S(max)}$	77.9	2024/10/08 9:40:47				
$L_{S(min)}$	31.4	2024/10/09 3:58:36				
$L_{pk(max)}$	111.4	2024/10/08 9:40:47				

Overload Count	0	
Overload Duration	0.0	s
OBA Overload Count	0	
OBA Overload Duration	0.0	s

Dose Settings

Dose Name	OSHA-1	OSHA-2	
Exchange Rate	5	5	dB
Threshold	90	80	dB
Criterion Level	90	90	dB
Criterion Duration	8	8	h

Results

Dose	-99.94	-99.94	%
Projected Dose	-99.94	-99.94	%
TWA (Projected)	-99.9	-99.9	dB
TWA (t)	-99.9	-99.9	dB
Lep (t)	54.4	54.4	dB

Ln Percentiles

LAS 1.67	57.2	dB

LAS 8.34	51.7 dB
LAS 16.70	48.5 dB
LAS 25.00	47.0 dB
LAS 50.00	44.0 dB
LAS 90.00	35.6 dB

Calibration History

Preamp	Date	dB re 1V/Pa	mV/Pa	6.3	8.0	10.0	12.5	16.0	20.0	25.0	31.5	40.0
Direct	2024-05-28 09:39:19	-28.79	36.34	55.87	55.76	55.75	65.34	60.77	62.73	56.94	62.30	64.40
Direct	2024-05-28 07:08:36	-28.72	36.66	47.39	44.72	55.39	52.27	55.41	56.03	49.32	56.78	48.30
Direct	2020-01-28 06:05:01	-28.49	37.62	10.59	4.32	3.42	7.98	0.41	-0.85	2.42	3.82	-0.58
PRMLxT1L	2024-10-09 10:16:29	-28.82	36.23	57.72	57.31	51.17	55.76	49.64	56.84	50.15	58.44	55.42
PRMLxT1L	2024-10-08 09:34:37	-28.67	36.86	62.26	63.44	62.24	55.80	61.26	57.38	63.47	56.22	58.90
PRMLxT1L	2024-09-12 12:37:20	-28.82	36.21	46.30	52.21	51.91	48.73	47.12	53.64	53.34	58.48	52.43
PRMLxT1L	2024-09-11 10:21:31	-28.69	36.79	65.55	63.73	57.08	57.44	51.45	60.05	61.64	58.44	57.61
PRMLxT1L	2024-09-10 03:02:16	-28.76	36.46	40.45	42.27	51.03	56.99	55.30	55.97	57.09	56.92	58.35
PRMLxT1L	2024-09-10 00:42:48	-28.70	36.74	57.13	50.13	51.45	48.65	55.37	54.32	46.98	49.14	59.08
PRMLxT1L	2024-07-30 12:46:13	-28.61	37.11	65.28	68.53	61.34	60.98	55.74	65.82	60.49	61.15	54.70
PRMLxT1L	2024-07-29 12:20:24	-28.70	36.73	55.26	52.85	51.88	45.00	46.98	47.29	44.90	48.61	50.79
PRMLxT1L	2024-07-16 10:07:23	-28.67	36.85	62.46	80.09	63.07	64.53	54.79	49.29	46.83	50.96	53.30
PRMLxT1L	2024-07-15 08:47:07	-28.70	36.74	43.47	50.14	47.78	44.73	47.02	49.75	45.81	44.91	45.83
PRMLxT1L	2024-07-02 09:47:50	-28.72	36.65	46.61	55.48	58.93	58.66	66.65	61.23	55.12	56.04	58.67
Unknown	2023-06-23 21:02:21	-28.58	37.25	77.74	88.35	84.98	78.98	77.22	74.45	69.27	68.21	69.61
Unknown	2023-06-23 20:20:04	-28.64	36.98	81.48	69.77	54.61	47.72	48.25	57.97	64.35	55.67	53.48
Unknown	2023-01-29 10:41:50	-28.69	36.78	59.40	62.18	58.97	52.73	58.07	64.79	62.30	60.36	57.97
Unknown	2022-11-22 12:05:40	-28.57	37.26	43.01	48.30	46.98	55.29	55.68	51.99	56.30	58.65	55.78
Unknown	2022-11-21 11:46:47	-28.65	36.96	62.76	64.51	65.71	64.14	63.32	58.95	62.62	59.40	52.95
Unknown	2022-11-21 11:45:41	-28.63	37.01	60.54	59.92	70.98	74.08	63.36	61.86	62.14	55.57	61.13
Unknown	2022-11-21 11:44:13	-28.62	37.08	53.82	54.93	45.34	59.81	55.92	54.81	55.73	51.08	54.32
Unknown	2022-03-29 14:00:31	-28.57	37.27	71.25	73.82	66.65	74.75	74.47	69.38	62.67	62.65	60.91
Unknown	2022-03-29 09:47:56	-28.50	37.58	68.97	65.65	70.31	64.56	62.22	60.60	65.37	66.67	62.39
Unknown	2018-11-13 08:29:15	-28.30	38.47									
Unknown	2018-11-05 14:21:01	-28.27	38.59									

50.0	63.0	80.0	100	125	160	200	250	315	400	500	630	800	1000	1250	1600	2000	2500	3150	4000	5000
68.64	65.62	64.08	56.14	53.63	52.35	53.63	54.82	48.22	47.24	44.78	41.44	34.43	113.91	48.60	20.79	63.96	21.26	61.20	22.42	31.26
55.96	58.48	54.50	51.06	48.70	48.71	46.46	42.92	39.42	34.36	30.54	23.20	29.18	113.76	48.48	19.49	63.95	21.12	61.01	22.25	31.41
5.30	10.23	-0.79	2.42	17.06	6.32	7.84	15.96	5.70	7.70	9.10	6.59	6.62	7.37	7.39	7.36	9.54	10.91	13.39	11.96	40.50
57.80	60.81	60.64	55.93	53.93	48.97	45.79	45.87	38.70	33.17	28.95	22.77	27.90	113.84	48.45	19.50	63.96	21.41	61.06	22.47	31.25
56.43	57.90	59.60	56.46	50.25	50.43	44.08	40.32	37.58	35.15	35.31	32.07	31.62	114.14	48.91	22.00	64.40	21.41	61.30	22.86	31.45
55.41	53.60	53.88	49.46	55.58	50.92	44.23	40.76	34.89	29.94	27.45	19.77	28.90	113.84	48.69	18.92	64.41	20.59	60.96	21.80	31.24
54.75	49.59	54.97	55.64	52.05	48.25	44.54	40.06	37.37	32.73	29.10	21.50	28.32	114.06	48.80	18.91	64.60	21.22	61.04	22.55	31.08
54.97	56.03	50.39	52.87	48.67	45.62	43.77	38.26	38.35	36.04	35.18	28.06	28.27	113.92	48.62	18.90	64.10	21.22	61.27	23.05	31.41
58.74	60.93	51.18	53.13	51.66	47.08	44.96	44.84	41.31	37.80	33.68	25.47	28.90	113.90	48.66	19.32	64.17	21.73	61.16	22.73	31.28
50.59	51.87	53.97	53.03	49.07	50.95	44.86	43.10	36.71	31.72	28.89	22.91	28.76	114.07	48.79	19.18	64.88	21.19	61.41	23.42	31.35
45.38	43.19	39.06	39.37	40.35	37.91	35.70	38.79	34.91	33.29	28.73	21.52	29.03	113.95	48.77	18.69	64.46	21.35	60.91	21.85	31.01
49.50	53.32	48.90	50.55	47.06	44.05	41.76	40.17	33.51	34.13	30.11	25.23	28.09	114.01	48.72	20.18	64.50	21.09	60.93	22.61	30.84
47.55	52.83	50.89	48.56	46.29	51.06	50.50	43.54	40.17	35.81	30.44	24.78	28.73	114.00	48.79	18.65	64.54	20.91	60.98	22.44	31.17
65.41	68.83	62.78	62.10	55.43	53.22	52.36	56.95	51.88	50.53	46.55	39.92	34.29	114.02	48.67	20.70	64.22	21.26	61.26	22.79	31.46
67.09	68.35	63.97	59.66	59.30	55.74	57.85	50.76	51.21	46.36	45.53	39.72	30.95	114.04	48.73	21.70	64.50	21.20	61.14	22.92	31.04
52.74	65.09	60.87	48.04	56.39	57.29	47.89	43.57	41.06	38.57	37.42	31.28	28.86	114.03	48.67	19.01	64.33	21.25	61.21	22.33	31.49
61.27	58.71	58.88	59.54	59.04	53.78	51.71	49.26	50.35	46.96	40.77	30.06	30.34	113.87	48.14	19.66	63.73	21.09	60.62	21.46	30.99
55.97	55.07	62.82	61.29	53.53	47.04	52.78	52.71	41.16	51.56	50.57	40.64	30.71	114.05	48.86	20.76	64.05	21.20	61.41	21.24	31.73
53.48	54.61	52.56	51.21	54.23	48.17	44.17	40.83	35.30	30.69	29.77	21.85	28.34	113.97	48.76	18.61	63.83	21.39	61.43	20.93	31.96
55.35	64.59	49.53	64.01	54.81	53.49	52.57	45.28	47.08	41.93	34.33	30.10	28.68	113.97	48.70	19.74	63.85	21.34	61.38	20.84	31.93
53.76	56.26	51.32	50.09	49.67	53.88	54.48	48.07	48.00	50.64	48.13	40.50	29.57	113.94	48.68	19.48	63.85	21.39	61.30	21.34	31.91
67.89	62.43	64.84	62.57	64.38	60.16	62.80	65.63	60.67	67.06	60.91	54.22	40.52	113.91	48.62	23.05	64.49	21.53	61.23	22.25	31.58
66.60	67.27	69.66	67.68	57.90	58.85	58.39	53.33	51.93	44.63	43.60	36.04	30.69	113.78	48.44	20.27	64.17	21.08	60.88	20.92	31.42

6300	8000	10000	12500	16000	20000
21.42	22.28	23.39	25.63	27.87	30.73
20.98	22.35	23.88	25.65	27.81	30.40
22.82	16.28	16.56	19.58	18.42	19.53
21.19	22.16	23.67	25.54	27.75	30.86
22.07	22.85	24.18	26.29	28.39	30.90
21.27	22.48	23.78	25.84	27.73	30.62
22.20	22.76	24.33	25.91	28.31	30.87
20.92	22.27	24.08	25.77	28.05	31.57
21.41	22.33	23.70	25.61	27.79	30.43
21.71	22.90	24.31	25.84	28.04	30.93
21.31	22.78	24.05	25.69	28.16	30.57
21.50	22.69	24.35	26.03	27.95	30.87
21.28	22.39	23.96	26.20	28.18	30.79
21.71	22.56	23.87	25.83	28.05	30.91
21.54	22.75	24.13	25.98	28.50	31.10
21.36	22.57	24.00	25.99	28.24	30.56
21.09	22.44	23.77	25.04	27.61	30.45
21.69	22.79	24.13	25.97	28.10	30.86
21.81	22.70	24.11	25.86	28.00	30.58
21.21	22.74	23.98	25.59	28.13	30.62
21.60	22.60	23.97	25.80	28.15	30.81
21.73	22.58	23.72	25.80	28.05	30.57
23.49	25.34	24.82	25.53	27.97	31.49

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iteris®

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801 South Grand Avenue, Suite 750
Los Angeles, CA 90017

DRAFT **TECHNICAL MEMORANDUM**

To: City of Compton	**From:** Iteris, Inc.
Date: September 18, 2024	
RE: **DRAFT** Compton General Plan Update – CEQA Transportation Impact Analysis	

INTRODUCTION

This memorandum describes the California Environmental Quality Act (CEQA) transportation impact analysis for the City of Compton General Plan Update project. The evaluation is consistent with CEQA Guidelines effective December 28, 2018. The General Plan's impacts are evaluated per Appendix G Environmental Checklist Form of the current CEQA guidelines, which assesses projects by the four criteria listed below:

T-1 *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

T-2 *Would the project conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

T-3 *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

T-4 *Would the project result in inadequate emergency access?*

PROJECT SETTING

The Compton General Plan Update (Project) is a regulatory plan that serves as the roadmap for planning and development in the City and indicates the community's vision for the future. The City is located approximately six miles north of downtown Long Beach and eight miles south of downtown Los Angeles. The City is bound by the City of Lynwood and an unincorporated County area (Willowbrook) to the north, the City of Paramount to the east, unincorporated County areas and the Cities of Carson and Long Beach to the south, and unincorporated County areas to the west.

In terms of regional access, the City is served by two freeways passing through the City and one running just outside the City's boundary. Within the City, the Long Beach Freeway (I-710) runs in a north-south orientation along City's easterly boundary and the Artesia Freeway (SR-91) runs in an east-west orientation along the southerly portion. The Century Freeway (I-105), which runs in an east-west orientation, is located just outside the City to the north. The major east-west corridors that traverse the area and provide access to I-710 are Rosecrans Avenue and Alondra Boulevard. The major north-south

corridors that traverse the area and provide access to either SR-91 or I-105 are Central Avenue, Wilmington Avenue, Alameda Street, and Long Beach Boulevard. On average, Rosecrans Avenue carries the highest daily traffic volumes amongst all roadways in the City.

Several transit networks operate within Compton to serve local residents and regional commuters. Public transportation options in the City are varied and include local fixed-route bus, regional bus, and rail services. Local and regional bus services include Metro Local Bus System, G Trans, and Renaissance Transit. Compton is served by a light rail system operated by Metro, which is the Metro A (previously Blue) Line. The line travels north-south between Downtown Los Angeles and Long Beach, passing through Downtown Los Angeles, South Los Angeles, Watts, Willowbrook, Compton, Rancho Dominguez, and Long Beach. Two stations within Compton provide access to the line: Compton and Artesia Stations.

In terms of active transportation, Compton's current designated bikeway network consists of two Class I Bicycle Paths (along Compton Creek and the Los Angeles River) and several Class II Bicycle Lanes (along Central Avenue, Wilmington Avenue, Alondra Boulevard, etc.). There are currently no Class III (shared-use bike route) or Class IV (protected bike lane) bike facilities within the City, though the City's Bicycle Master Plan includes recommendations to add these facilities to the network in the future.

ANALYSIS METHODOLOGY

For impact criteria T-1, T-3, and T-4, a qualitative assessment was prepared to determine if any potential significant impacts would occur as a result of the Project.

For impact criteria T-2, a technical analysis was performed using the most recent version of the Southern California Association of Governments (SCAG) model, a computerized travel demand model. Iteris utilized the latest version of the SCAG Activity-Based Model (ABM) to generate the VMT statistics. The ABM includes the following features/capabilities: comprehensively characterizes the activity-travel patterns of all household members, incorporates spatial-temporal dependencies and constraints between and within individuals of a household, incorporates advanced vehicle type choice sub-model (vehicle fleet composition defined by body type, fuel type, make/model, and vintage) for emissions analysis, and involves a portable and flexible object-oriented software architecture design.

The model consists of a 2021 base year scenario and 2045 future year scenario. The Compton General Plan area encompasses 62 traffic analysis zones (TAZ's) within the SCAG model (either fully or partially).

For the impact criteria T-2 analysis, all VMT for trips beginning or ending in a particular geography were accounted for, consistent with the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA. While other methodologies measure only the amount of VMT traveling on streets within a particular geography, or only half the distance of trips from outside of the City (as in SB 375 Regional Plan Climate Target analysis), the General Plan project analyzes the full extent of vehicle travel from the project.

In order to determine the General Plan project's potential level of impact, a new scenario was prepared, incorporating the land use projections of the General Plan. For land use plans which include both residential and employment uses, the appropriate analysis metric is VMT per service population, where

service population is defined as the number of residents plus the number of jobs. The land use plan includes additional residential and non-residential land use, allocated to opportunity sites throughout the plan area, which includes both the City and Sphere of Influence (SOI). The total land use quantities are summarized as follows:

- A net increase of 5,590 new residential units within the City and a net increase of 186 new residential units within the SOI
- A net increase of 1,333,110 square feet of non-residential uses within the City and a net decrease of 16,640 square feet of non-residential uses within the SOI

IMPACT ANALYSIS

This section presents the CEQA impact evaluation for each of the four criteria.

T-1 Impact Evaluation

Threshold: *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

The General Plan Update's planned transportation networks provide consistency related to regional active transportation plans and other mobility infrastructure plans; specifically the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy, the City's Bicycle Master Plan, and the City's Local Roadway Safety Plan.

SCAG Regional Transportation Plan/Sustainable Communities Strategy

Compton is a member of the SCAG Regional Council, the decision-making body of the SCAG Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG **Regional Transportation Plan/Sustainable Communities Strategy** (RTP/SCS), Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. The Connect SoCal RTP/SCS is a planning document for the region, allowing project sponsors to qualify for federal funding. In addition, Connect SoCal 2024 will identify a combination of transportation and land use strategies that help the region achieve state greenhouse gas emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, and support our vital goods movement industry.

The RTP/SCS is updated every four years and it is anticipated that the City will work with SCAG to update the RTP/SCS to be consistent with the General Plan. The General Plan includes strategies for mixed-use development, which allows multiple land uses to work together, to reduce vehicle trip lengths. The California Air Resources Board's (CARB) 2016 Mobile Source Strategy recognizes that coordinated regional planning can improve California's land use patterns and transportation policy in a way that reduces transportation related emissions by reducing growth in VMT.

Compton Bicycle Master Plan
The Bicycle Master Plan, adopted in 2015, provides for a recommended citywide network of bicycle paths, lanes, and routes, as well as bicycle-related programs and support facilities. The intent of the plan is to promote bicycling as a more viable transportation option for people who live, work, and recreate in Compton. The plan includes ten goals which are aimed at making Compton one of the most bikeable, livable, and age-friendly cities in the country. The plan includes recommendations for roughly 85 miles worth of new bicycle facilities, including Class I paths, Class II lanes, Class III routes/boulevards, and Class IV protected lanes. The proposed General Plan Update's circulation plan will incorporate recommendations from the Bicycle Master Plan.

Compton Local Roadway Safety Plan
The Local Roadway Safety Plan (LRSP) identifies emphasis areas to inform and guide further safety evaluation of the City's transportation network. The emphasis areas include most frequent types of crashes that have occurred, certain locations where crashes have occurred frequently, and notable relationships between current efforts and crash history. The plan includes four overarching goals with the vision to enhance the City's transportation network through the reduction in traffic fatalities and serious injury related crashes. The LRSP is based on crash data from 2016 through 2020. The proposed General Plan Update's circulation plan will be consistent with, and therefore not conflict with, recommendations from the LRSP.

Based on these considerations, the Compton General Plan Update is consistent with programs, plans, ordinances and policies addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, making the impact **less-than-significant**.

T-2 Impact Evaluation

Threshold: *Would the project conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

Under criteria T-2, the proposed General Plan's effects on Vehicle Miles Traveled (VMT) are evaluated, as described in the following section.

VMT Impact Analysis

The City of Compton currently defers to using the CEQA thresholds applied by the County of Los Angeles to evaluate the VMT impacts of individual development projects or land use plans. The thresholds of significance are as follows:

- A project will be considered to have an impact if it generates VMT per capita, per employee, or per service population in excess of 16.8% less than the existing VMT per capita, per employee, or per service population for the County of Los Angeles.

This threshold was applied to evaluate the potential transportation impacts of the General Plan Update. As mentioned, since the GPU includes both residential and non-residential land use, VMT per service

population (i.e., residents plus employees) was used as the analysis metric.

Applying the described land use projections, countywide VMT (i.e., regional average) and Citywide area VMT outputs were developed using the SCAG model. **Table 1** summarizes the daily countywide VMT per service population for the existing scenario and daily VMT per service population for the existing plus General Plan project scenario. Detailed VMT calculations are provided in **Appendix A**.

Table 1: General Plan Update Plan VMT Summary (versus regional average)

Scenario (Area)	Total Home-based Daily VMT	Total Work-based Daily VMT	Total Daily VMT	Service Population*	VMT / Service Population
Existing (County of Los Angeles)	184,765,512	106,628,569	291,394,082	15,153,485	19.2
Existing Plus Project (City of Compton)	1,932,438	595,801	2,528,239	186,763	13.5

* Service Population equals the total of residents and employees

As shown in **Table 1**, the existing plus project VMT per service population for the General Plan area (i.e., the City of Compton) is forecast to be 13.5, while the existing countywide VMT per service population is currently 19.2. As such, 16.8% below existing countywide VMT per service population is 16.0. Therefore, the existing plus General Plan project VMT per service population (13.5) is not forecast to exceed the described CEQA threshold. Thus, this impact is considered **less than significant**.

T-3 Impact Evaluation

Threshold: *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Any roadway modifications included as a result of the General Plan's land use plan will be designed to City and State engineering design standards to meet sight distance requirements, including visibility of pedestrians and bicyclists. The General Plan does not propose any incompatible uses that would increase hazards. As a result, the General Plan will have a beneficial impact on geometric design features and incompatible uses.

As such, the General Plan would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment. Thus, this impact is considered **less than significant**.

T-4 Impact Evaluation

Threshold: *Would the project result in inadequate emergency access?*

The General Plan does not include elements that would impede emergency vehicle access. Any public

roadways would be designed to conform to County Fire Department standards for access, as would buildings included within new developments.

Thus, this impact is considered **less than significant**.

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APPENDIX A – VMT Calculations

VMT Calculation Summary

Model Scenario	Population		Employees		Total Home-based VMT		Total Work-based VMT		VMT/Service Population (not including Other VMT)		
	City of Compton	LA County	City of Compton	LA County	City of Compton	LA County	City of Compton	LA County	City of Compton	LA County	Compton Compared to LA County
Existing	124,353	10,329,196	40,000	4,824,289	1,640,911	184,765,512	569,948	106,628,569	13.5	19.2	70.0%
Existing Plus Proj	144,362	10,349,205	42,401	4,826,690	1,932,438	185,090,158	595,801	106,660,950	13.5	19.2	70.4%