REGULAR MEETING AGENDA
CITY COUNCIL OF THE CITY OF COMPTON

TUESDAY – JULY 13, 2021 5:30 P.M.
TELECONFERENCE MEETING AUTHORIZED BY STATE OF CALIFORNIA EXECUTIVE ORDERS N-25-20 AND N-29-20 VIA ZOOM COMMUNICATIONS

COVID-19 NOTICE

To protect public health and safety during the local, state, and federally declared COVID-19 emergency, the City Council Chamber is closed to the public. Consistent with State of California Executive Orders N-25-20 and N-29-20 and the Los Angeles County Health Officer's "Safer at Home Order for Control of COVID-19" the City Council will participate in the meeting through teleconference. Public participation in the meeting will be facilitated through the electronic methods as described below.

Agenda Materials:

The agenda and agenda packet related to items on this agenda are available for public inspection at www.comptoncity.org.

Public Observation and Participation:

Members of the public may provide public comments through the follow method:

Teleconference Participation: You may provide audio public comments by connecting to the teleconference meeting online or by telephone/mobile call (please select only one method). Public speakers will be queued to provide comments at the appropriate time on the agenda. You must be available to provide comments at the time you are called upon to speak. If you are not planning on providing public comments we encourage you to observe the meeting via livestream at www.comptoncity.org or on Government Channel 36 to allow staff to more effectively manage the number of teleconference connections.

Compton Zoom meeting online line:
https://us02web.zoom.us/j/89497810656?pwd=YmJ1SlhzNWxja0hUalcrWHFrNU5Gdz09

Compton Zoom meeting call-in telephone number:1-669-900-6833
Compton Zoom ID:894 9781 0656
Compton Zoom Passcode: 724691

Americans with Disabilities Act (ADA) Accommodations:

Any person with a disability who requires accommodation in order to participate in a meeting should contact of the Office of the City Clerk at (310) 605-5530 to request accommodation. The City will use its best efforts to provide reasonable accommodations related to the teleconference meeting.

Members of the public may observe this meeting via Channel 36 or via city website streaming services at www.comptoncity.org, and offer comments at this meeting via Zoom during the public comments portion of the meeting. If you are an individual with a disability and need a reasonable modification or accommodation pursuant to the American with Disabilities Act ("ADA") please contact the City Clerk's Office at (310) 605-5530 or email contactcityclerk@comptoncity.org prior to the meeting for assistance.

(Zoom is only for Public Comments)

https://us02web.zoom.us/j/89497810656?pwd=YmJ1SlhzNWxja0hUalcrWHFrNU5Gdz09

Meeting ID: 894 9781 0656
Passcode: 724691
Call In: 1-669-900-6833

COMPTON CITY COUNCIL
AGENDA
07/13/2021
5:30 PM

Closed Session 4:30 P.M.
Public Meeting 5:30 P.M.

CITY COUNCIL CHAMBERS
205 SOUTH WILLOWBROOK AVENUE
COMPTON, CALIFORNIA 90220

CALL TO ORDER

ROLL CALL

PUBLIC COMMENTS ON CLOSED SESSION AGENDA ITEMS
(Persons wishing to address the City Council on the Closed Session items may do so at this time. Comments are limited to one (1) minute per speaker and shall be limited to Closed Session agenda items)

CLOSED SESSION – 4:30 p.m.

PUBLIC EMPLOYEE TEMPORARY APPOINTMENT
Title: City Manager
Pursuant to California Government Code Section 54957

RECESS TO CLOSED SESSION

PUBLIC MEETING – 5:30 P.M.

OPENING

HEARINGS

5:45 P.M. - PUBLIC HEARING - PROPOSED AMENDMENTS TO PARKING METER ORDINANCE; INCREASE PARKING METER RATES **(Item #7)**

5:35 P.M. - PUBLIC HEARING - MITIGATED NEGATIVE DECLARATION CASE NO. 948, CHANGE OF ZONE/SPECIFIC PLAN CASE NO. 2020-002, TENTATIVE TRACT MAP NO. 83170, CASE NO 2021-001 (1950 North Central Avenue) **(Item #8)**

REPORT ON CLOSED SESSION ACTION(S)

PUBLIC COMMENTS ON AGENDA ITEMS AND NON-AGENDA MATTERS

CONSENT AGENDA

Consent items are routine and expected to be non-controversial. They will be acted upon by the Council at one time without discussion unless a Council Member requests an item be removed or discussed.

APPROVAL OF MINUTES

1. JUNE 15, 2021

PUBLIC WORKS DEPARTMENT

2. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING THE ENGINEER'S REPORT OF WILLDAN FINANCIAL SERVICES FOR THE CITY OF COMPTON'S SEWER SERVICE CHARGE FOR FISCAL YEAR 2021-2022

3. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON ORDERING THE LEVY AND COLLECTION OF ASSESSMENTS OF SEWER SERVICE CHARGES FOR FISCAL YEAR 2021-2022

4. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING THE ENGINEER'S REPORT OF WILLDAN FINANCIAL SERVICES FOR THE CITY OF COMPTON'S LIGHTING AND LANDSCAPE ASSESSMENTS DISTRICT NO. 1 CHARGES FOR FISCAL YEAR 2021-2022

5. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON ORDERING THE LEVY AND COLLECTION OF ASSESSMENTS WITHIN THE LIGHTING AND LANDSCAPE DISTRICT NO. 1 FISCAL YEAR 2021-2022

REGULAR AGENDA

REPORTS OF OFFICERS, BOARDS, COMMISSIONS AND COMMITTEES AND CITY COUNCIL

6. APPOINTMENT(S) OF OFFICERS, COUNCIL MEMBERS, BOARDS/COMMISSIONS AND COMMITTEES

   (a.) LEAGUE OF CALIFORNIA CITIES VOTING DELEGATES AND ALTERNATES APPOINTMENTS

   (b.) APPOINTMENTS TO OUTSIDE JURISDICTION COMMISSIONS/BOARDS/ COMMITTIES

NEW BUSINESS

7. AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING COMPTON MUNICIPAL CODE SECTION 12-8 (PARKING METERS) IN ITS ENTIRETY **(First Reading)**

8. AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING CHANGE OF ZONE CASE NO. 2020-002, A REQUEST TO CHANGE THE ZONING CLASSIFICATION OF 1950 NORTH CENTRAL AVENUE FROM LOW DENSITY RESIDENTIAL TO SPECIFIC PLAN AND TO ADOPT THE 134TH STREET AND CENTRAL SPECIFIC PLAN **(First Reading)**

9. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING TENTATIVE TRACT MAP NO. 83170 TO CREATE A 29-UNIT CONDOMINIUM DEVELOPMENT AT 1950 NORTH CENTRAL AVENUE

10. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING AN AGREEMENT FOR THE PURCHASE OF CERTAIN REAL PROPERTY LOCATED ON THE EAST SIDE OF CENTRAL AVENUE, NORTH OF COMPTON BOULEVARD, AND SOUTH OF BRAZIL STREET IN THE CITY OF COMPTON, AND IDENTIFIED AS LOS ANGELES COUNTY TAX ASSESSOR'S PARCEL NUMBER 6143-011-018

COUNCIL COMMENTS

ADJOURNMENT

NEXT REGULAR MEETING: 7/20/2021 @ 5:30 PM

Visit our website at http://www.comptoncity.org

July 13, 2021

TO: HONORABLE MAYOR AND CITY COUNCIL MEMBERS

FROM: CITY MANAGER

SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING THE ENGINEER'S REPORT OF WILLDAN FINANCIAL SERVICES FOR THE CITY OF COMPTON'S SEWER SERVICE CHARGE FOR FISCAL YEAR 2021/2022

SUMMARY

This resolution will approve the Engineer's Report for the Sewer Service Charge for Fiscal Year 2021/2022.

BACKGROUND

At the City Council meeting held on June 2, 2021, the City Council adopted resolutions Initiating Proceedings, Accepting the Preliminary Engineer's Report, Declaring its Intent to Levy and Collect Assessments and Charges, and appoint a time and place for hearing protests for the Sewer Service Charge for Fiscal Year 2021/2022.

The time for the hearing of protests was set for June 2, 2021 at 5:40 P.M. via zoom.

STATEMENT OF THE ISSUE

These funds are required to operate the sewer collection system in the City of Compton for fiscal year 2021/2022.

FISCAL IMPACT

There is no impact to the General Fund.

RECOMMENDATION

Staff recommends approval of the attached resolution.

CRAIG J. CORNWELL
CITY MANAGER

RESOLUTION NO._____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING THE ENGINEER'S REPORT OF WILLDAN FINANCIAL SERVICES FOR THE CITY OF COMPTON'S SEWER SERVICE CHARGE FOR FISCAL YEAR 2021/2022

WHEREAS, the City Council pursuant to provisions of the California Constitution and provisions of the City of Compton Municipal Code (hereinafter referred to as the "Municipal Code") did by previous Resolution, order the preparation of the fiscal year 2021/2022 Engineer's Report for the Sewer Service Charge (hereinafter referred to collectively as the "Districts"); and

WHEREAS, the City Council pursuant to applicable provisions of the Act or Municipal Code proposes to levy and collect assessments and charges against lots and parcels of land within the Districts for the fiscal year 2021/2022, to pay the maintenance, servicing and operation of the improvements related thereto; and

WHEREAS, Willdan Financial Services (The designated Engineer) in accordance with *Section 22623* of the Act and provisions of the Municipal Code, has prepared and filed with the City Clerk an Engineer's Report for fiscal year 2021/2022, and said report has been presented to the City Council and is incorporated herein by reference; and

WHEREAS, this City Council has examined and reviewed the Engineer's Report as presented, and is preliminarily satisfied with the description of the Districts, the improvements identified therein, each of the budget items and documents as set forth, and is satisfied that the proposed assessments and charges have been spread proportionately in accordance with the special benefit each property receives from the improvements, operation, maintenance and services to be performed, as set forth in said Engineer's Report or as modified by Council action and incorporated herein.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The above recitals are true and correct.

SECTION 2. The Engineer's Report as presented is hereby approved pursuant to *Section 22623* of the Act and provisions of the Municipal Code, and ordered to be filed in the Office of the City Clerk as a permanent record and to remain open to public inspection.

SECTION 3. Copies of this resolution shall be filed in the offices of the City Manager, City Controller, City Attorney, City Clerk, and Public Works Departments.

SECTION 4. The Mayor shall sign and the City Clerk shall attest to the adoption of this resolution.

ADOPTED this _____ day of _____, 2021.

_____

MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF COMPTON

I, Alita Godwin, City Clerk of the City of Compton, hereby certify that the foregoing resolution was adopted by the City Council of the City of Compton, signed by the Mayor and attested by the City Clerk at a regular meeting thereof held on the _____ day of _____, 2021.

That said resolution was adopted by the following vote, to wit:

AYES: COUNCIL MEMBERS-
NOES: COUNCIL MEMBERS-
ABSTAIN: COUNCIL MEMBERS-
ABSENT: COUNCIL MEMBERS-

_____
CITY CLERK OF THE CITY OF COMPTON

City of Compton

Sewer Service Charge

2021/2022 Engineer's Report

Intent Meeting: April 27, 2021
Public Hearing: May 18, 2021

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WILLDAN

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I. INTRODUCTION

To ensure a flow of funds for a portion of the ongoing maintenance and operation of the sanitary sewer facilities, within the boundaries of the City of Compton, the City Council has previously established a Sewer Service Charge.

On November 5, 1996, California voters approved Proposition 218. This Constitutional amendment was the latest in a series of initiatives altering the revenue-raising discretion of California local agencies. The provisions of the Proposition are set forth in California Constitutional Articles XIII C and XIII D.

As relevant to the City of Compton Sewer Service Charge, California Constitution Article XIII D, Sections 1 through 5, provide for additional substantive and procedural requirements, as outlined below.

Proposition 218 defines, “Assessments” as:

> ‘‘... any levy or charge by an agency upon real property that is based upon the special benefit conferred upon the real property… “Assessment” includes, but is not limited to, “special assessment,” “benefit assessment,” “maintenance assessment” and “special assessment tax.”
>
> Article XIII D Section 2(e) of the Constitution of the State of California defines ‘‘Charges” as:
>
> “…"charge" means any levy other than an ad valorem tax, a special tax, or an assessment, imposed by an agency upon a parcel or upon a person as an incident of property ownership, including a user fee or charge for a property related service.”

Although District assessments and charges are generally collected on the property tax rolls, District “assessments” and “charges” are not “taxes.” Assessments and charges are distinct from the regular one percent (1%) property tax and property tax debt overrides in that assessment rates and charges are not levied on an ad valorem basis. The Sewer Service levy is considered a charge under Proposition 218.

Proposition 218 requires that beginning July 1, 1997, all new and existing assessments (with some exceptions) conform to new substantive and procedural requirements. However, certain assessments are exempted from the conformity requirement until they are increased. Generally, these exemptions include:

- Assessments used exclusively to fund sidewalks, streets, sewers, water, flood control, drainage systems, or vector control.
- Assessments used exclusively for bond repayments, the cessation of which would violate the Contract Impairment Clause of the U.S. Constitution.
- Assessments previously approved by a majority of voters.
- Assessments approved by all the property owners at the time the assessments were initially imposed.

The City Council has previously determined that the charges for the Sewer Service constitute a continuation of charges existing on the effective date of Article XIII D, that the assessments and charges were imposed exclusively to finance the maintenance and operation expenses for sewers and that the charges as they existed before July 1, 1997 are exempt from the requirements of Article XIII D, Section 4 of the California Constitution. In that the charges are used exclusively to fund sewers under the provision for exemption defined in Section 5(a) of the Article.

This Report for the City of Compton Sewer Service Charge ("Charge") has been prepared pursuant to the order of the City of Compton, in compliance with City Municipal Code ("Code") and statutory requirements for the State of California. The Report covers Fiscal Year 2021/2022 beginning July 1, 2021 and ending June 30, 2022.

II. IMPROVEMENTS

The monies collected by the City for the Charge are used for the maintenance of the existing sanitary sewer system and repayment of a portion of sewer bonds previously issued for the reconstruction of the City's sewer system. Maintenance includes the repair or replacement of damaged mains, manholes and appurtenant structures in order to maintain the system for the health, safety and welfare of the parcels charged within the City, all work to be performed within public streets or rights-of-way.

III. METHODOLOGY

The Charge is levied on the basis of historical water consumption data. Past studies have shown a high degree of correlation between water consumption and sewer discharge for a majority of the users within the area. As shown below, fees for the respective users have been divided into six (6) use zones ("Zones"). The Zones are identified as follows:

Zone	Type of User	Average Monthly Water Consumption
1	Residential & Small Commercial	Less than 10,000 cu. ft.
2	Commercial & Industrial	10,000 to 25,000 cu. ft.
3	Commercial & Industrial	25,000 to 50,000 cu. ft.
4	Commercial & Industrial	50,000 to 75,000 cu. ft.
5	Commercial & Industrial	More than 75,000 cu. ft.
6	Vacant lots, Septic Tank Users, Public Property, Disabled Citizens & Senior Citizens	Exempt

A flat fee for residential users has been utilized, while a sliding fee for commercial and industrial users was determined to be the most equitable for said users within the City of Compton. Zone 6 provides for exemptions from the Charge for vacant lots properties that have septic tanks, properties currently owned by senior or disabled citizens, and publicly owned properties. Exemptions are applied upon receipt and filing of an application for such exemption with the City.

The City of Compton has historically recognized that senior citizens and the disabled have a water usage which is lower than other housing units and that the cost of such reduced usage services

are covered in the main part by general property taxes and other City revenues and not by direct application of the Sewer Service Charge.

The City of Compton Public Works Department has determined that the rate of sewer service charge for all the assessable parcels within the limits of the City of Compton for Fiscal Year 2021/2022 shall remain the same as Fiscal Year 2020/2021. The total estimated charged for sewer service for all parcels is $913,479, this charge can increase or decrease depending on Senior exemptions applied in Fiscal Year 2021/2022.

In order to ensure timely and efficient collections of the sewer service charges, the City of Compton utilizes the Los Angeles County Assessor's office property tax billing system for collection of the sewer service charges. Upon receipt of the sewer service charges through the property tax billing system, the funds received by the Los Angeles County Assessor's office are forwarded to the City of Compton and are placed in a designated fund for exclusive use of the operation and maintenance of the sewer system of the City of Compton.

IV. DISTRICT BUDGET

The following describes the costs funded through the Charge and shown in the budget.

Maintenance Costs (Labor, Benefits, and Equipment) – Includes all labor, material and equipment required to properly maintain and service the sewer system by City staff and others. All improvements within the District will be maintained and serviced on a regular basis. City staff will determine the frequency and specific maintenance operations required.

Debt Service – Pledged revenues under the Trust Agreement for the payment of Bonds issued for the reconstruction of the sewer system.

Administration – The cost of City department staff personnel involved in providing the coordination for maintenance and servicing, responding to public concerns and levying and collecting assessments. This includes, where appropriate, reimbursement for time spent by other City staff such as, Finance and Accounting, the City Attorney, the City Manager, City Council and the Public Works staff. The cost also includes contracts with professionals to provide additional engineering or administrative services specific to the District and County fees.

Reserve Fund Transfer/(Contributions) – Represents contributions or transfers of funds from the reserve fund.

Other Revenues/General Fund (Contributions) – Represents revenue from other sources such as the City of Compton General Fund.

Total Net Estimated Cost – Total direct cost plus total administrative costs and transfers from/to the rebate reserve fund or contributions from other revenue sources.

Total Parcels – The total number of parcels within the District.

Total Parcels Levied – The total number of parcels within the District that will be charged for the Fiscal Year.

Charge Amount – The total amount to be charged this Fiscal Year.

Cost Allocation Plan ("CAP") - Summarizes a comprehensive analysis completed for the City of Compton, California (the "City") to determine the appropriate allocation of costs from City central service departments to the departments that provide services directly to the community. The primary objective is to allocate costs from departments that provide services internally to operating departments that conduct the day-to-day operations necessary to serve the community. These internal service costs are those: (a) incurred for a common or joint purpose benefiting more than one cost objective, and (b) not readily assignable to the cost objectives specifically benefitted, without effort disproportionate to the results achieved. The term "indirect costs," as used herein, applies to costs of this type originating in the central service departments. Typical central service departments include the City Manager and City Controller, whereas, typical operating departments include Fire, Public Works, and enterprise funds.

To ensure central service department costs are appropriately allocated to the operating departments, we analyzed and identified expenditures to determine which costs are allowable versus unallowable in accordance with Office of Management and Budget (OMB)-87 principles. Costs that are typically considered to be unallowable include, but are not limited to: General Advertising, Entertainment, Award Ceremonies, Capital Improvements, Bad Debt, Lobbying, Contingencies, Legislative Body (City Council), Debt Service, Promotional Items.

As such, unallowable costs were excluded from this CAP, including indirect costs associated with City Council (reflected as a negative number under allowable costs).

TABLE I – PROPOSED BUDGET FISCAL YEAR 2021/2022

CITY OF COMPTON SEWER SERVICE CHARGE	
DIRECT COSTS	**FY 2021/22**
Maintenance Costs	
Labor	$5,000
Benefits	10,500
Machinery & Equipment	6,683
Contract Services (Sewer Contractor)	400,000
Debt Service	500,000
Cost Allocation	
TOTAL DIRECT COSTS	**$922,183**
ADMINISTRATION COSTS	
County Administration	$4,074
Other Professional Services	16,300
TOTAL ADMINISTRATION COSTS	**$20,374**
COLLECTIONS/(CREDITS) APPLIED TO LEVY	
TOTAL DIRECT AND ADMINISTRATION COSTS	**$942,557**
General Fund (Contribution)	0
Unfunded Costs	(29,078)
Total Net Estimated Cost	**$913,479**
DISTRICT STATISTICS	
Total Parcels	20,767
Total Parcels Levied	16,094
Balance to Levy	**$913,479**

Note: This is an estimate budget the Balance to Levy may increase or decrease depending on Senior Exemption and other factors.

CITY OF COMPTON
SEWER SERVICE CHARGE
FISCAL YEAR 2021/2022

TABLE II –CHARGE SUMMARY

ZONE	TYPE OF USER	AVERAGE MONTHLY WATER USAGE (CUBIC FEET)	NUMBER OF PARCELS	ANNUAL ASSESSMENT RATE ($)	ANNUAL REVENUE ($)
1	Residential & Small Commercial	Less than 10,000	15,996	$54	$855,144
2	Commercial & Industrial	10,000 to 25,000	169	$135	22,680
3	Commercial & Industrial	25,000 to 50,000	43	$270	11,340
4	Commercial & Industrial	50,000 to 75,000	23	$405	9,315
5	Commercial & Industrial	More than 75,000	25	$600	15,000
6	Vacant Lots, Septic Tanks, Senior and Disabled Citizens	Exempt	4,511	$0	0
TOTAL			**20,767**	**N/A**	**$913,479**

EXHIBIT A – CITY OF COMPTON'S DIAGRAM

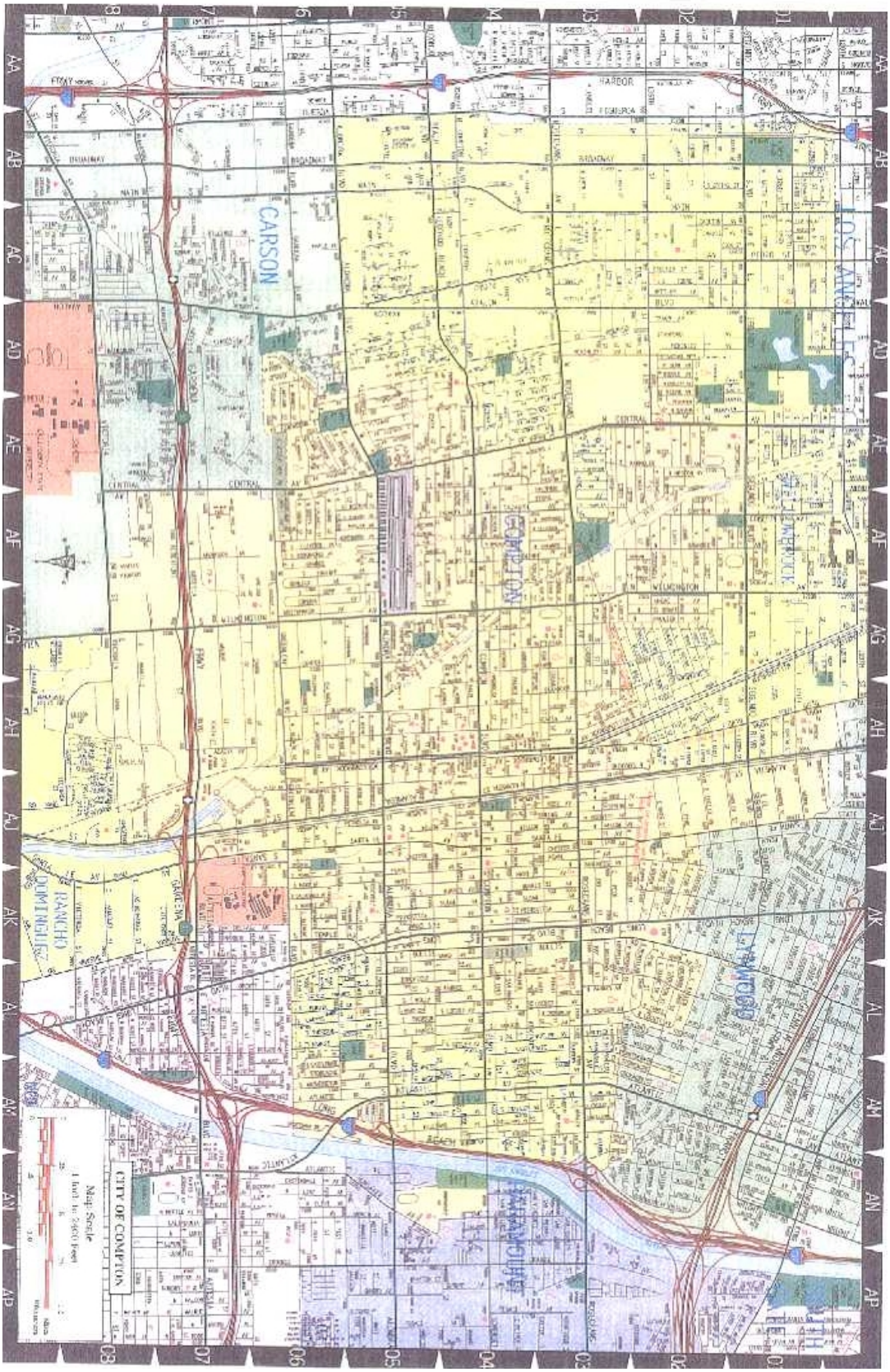

EXHIBIT B – ASSESSMENT ROLL

The proposed assessment amounts for Fiscal Year 2021/2022 for the Sewer Service Charge are sent under separate cover and hereby referenced to in this Report. Parcel identification, for each lot or parcel within the District shall be the Assessor Parcel Numbers as shown on the Los Angeles County Assessor's map for the year in which this Report is prepared.

The listing of parcels and the amount of assessment to be levied shall be submitted to the County Auditor/Controller and included on the property tax roll for each parcel in Fiscal Year 2021/2022.

If any parcel submitted for assessment is identified by the County Auditor/Controller to be an invalid parcel number or the parcel Land Use changes for the current Fiscal Year, a corrected parcel number and/or new parcel numbers will be identified and resubmitted to the County Auditor/Controller. The assessment/Charge amount to be levied and collected for the resubmitted parcel or parcels shall be based on the method of apportionment and assessment/Charge rates approved in this Report. Therefore, if a single parcel has changed to multiple parcels, the assessment amount applied to each of the new parcels shall be recalculated and applied according to the approved method of apportionment and assessment rate rather than a proportionate share of the original assessment. Similarly, if a parcel Land Use changes, the assessment/charge amount applied shall be recalculated and applied according to the approved method of apportionment and assessment rates.

July 13, 2021

TO: HONORABLE MAYOR AND CITY COUNCIL MEMBERS

FROM: CITY MANAGER

SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON ORDERING THE LEVY AND COLLECTION OF ASSESSMENTS OF SEWER SERVICE CHARGES FOR FISCAL YEAR 2021/2022

SUMMARY

This resolution will approve Ordering the Levy and Collection of Assessments of Sewer Service Charges for fiscal year 2021/2022.

BACKGROUND

At the City Council meeting held on June 2, 2021, the City Council adopted resolutions Initiating Proceedings, Accepting the Preliminary Engineer's Report, Declaring its Intent to Levy and Collect Assessments and Charges, and appoint a time and place for hearing protests for the Sewer Service Charge for fiscal year 2021/2022.

The time for the hearing of protests was set for June 2, 2021 at 5:40 P.M. via zoom.

STATEMENT OF THE ISSUE

These funds are required to operate the sewer collection system in the City of Compton for fiscal year 2021/2022. The City Council held the public hearing on June 2, 2021, received public comments and made any revisions deemed essential.

FISCAL IMPACT

There is no impact to the General Fund.

RECOMMENDATION

Staff recommends approval of the attached resolution.

CRAIG J. CORNWELL
CITY MANAGER

RESOLUTION NO._____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON ORDERING THE LEVY AND COLLECTION OF ASSESSMENTS OF SEWER SERVICE CHARGES FOR FISCAL YEAR 2021/2022

WHEREAS, the City Council of the City of Compton has by previous resolution initiated proceedings and declared its intention to levy and collect sewer service charges against lots and parcels of land within the City of Compton (hereinafter referred to as the "City") for fiscal year 2021/2022; and

WHEREAS, the designated Assessment Engineer, Willdan Financial Services has prepared and filed with the City Clerk of the City of Compton and the City Clerk has presented to the City Council the Engineer's Report (hereinafter referred to as the "Report") in connection with the proposed levy and collection of sewer service charges upon eligible parcels of land within the City, and the City Council did by previous Resolution approve such Report; and

WHEREAS, the City Council desires to levy and collect service charges against parcels of land within the City for the fiscal year commencing July 1, 2021 and ending June 30, 2022, to pay the costs and expenses of operating, maintaining and servicing sewer facilities located within the City.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON DOES HEREBY RESOLVE AND ORDER AS FOLLOWS:

SECTION 1. The above recitals are true and correct.

SECTION 2. Following notice duly given, the City Council has held a full and fair Public Hearing regarding its Resolution approving or amending the Report prepared in connection herewith; the levy and collection of service charges, and considered all oral and written statements, protests and communications made or filed by interested persons.

SECTION 3. Based upon its review (and amendments, as applicable) of the Report, a copy of which has been presented to the City Council and which has been filed with the City Clerk, the City Council hereby finds and determines that:

a) The land within the City will be benefited by the operation, maintenance and servicing of the sewer facilities within the boundaries of the City.

b) The City includes all of the land receiving such benefit.

c) The net amount to be charged upon the lands has been apportioned by a formula and method, which fairly distributes the net amount among chargeable parcels in proportion to the estimated benefit to be received by each parcel from the improvements and services for the fiscal year commencing July 1, 2021 and ending June 30, 2022.

d) The proposed charges for fiscal year 2021/2022 constitute a continuation of existing charges. That the charges are imposed exclusively to finance the maintenance, operation and servicing expenses for sewer facilities.

SECTION 4. The City Council hereby orders the proposed improvements to be made, which improvements are briefly described as the maintenance, operation, administration and servicing of the sanitary sewer system and repayment of a portion of the annual payment on the sewer bonds previously issued for the reconstruction of the sewer system and all appurtenant facilities related thereto.

SECTION 5. The County Auditor of Los Angeles County shall enter on the County Assessment Roll opposite each parcel of land the amount of levy, and such levies shall be collected at the same time and in the same manner as the County taxes are collected. After collection by the County, the net amount of the levy shall be paid to the City Treasurer and placed in a special fund.

SECTION 6. The City Treasurer shall deposit all money representing charges collected by the County to the credit of a fund for the City of Compton Sewer Service Charge, and such money shall be expended only for the maintenance, operation and servicing of the improvements as described in the Report.

SECTION 7. The adoption of this Resolution constitutes the annual levy of the sewer service charge for the fiscal year commencing July 1, 2021 and ending June 30, 2022.

SECTION 8. The Assessment Engineer selected by the City Council is hereby authorized and directed to file a copy of the Resolutions and charges with the County Auditor of the County of Los Angeles no later than August 2021.

SECTION 9. Copies of this resolution shall be filed in the offices of the City Manager, City Controller, City Attorney, City Clerk, and Public Works Departments.

SECTION 10. The Mayor shall sign and the City Clerk shall attest to the adoption of this resolution.

ADOPTED this _____ day of _____, 2021.

_____
MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF COMPTON

I, Alita Godwin, City Clerk of the City of Compton, hereby certify that the foregoing resolution was adopted by the City Council of the City of Compton, signed by the Mayor, and attested by the City Clerk at a regular meeting thereof held on the _____ day of _____, 2021.

That said resolution was adopted by the following vote, to wit:

AYES: COUNCIL MEMBERS-
NOES: COUNCIL MEMBERS-
ABSTAIN: COUNCIL MEMBERS-
ABSENT: COUNCIL MEMBERS-

_____
CITY CLERK OF THE CITY OF COMPTON

July 13, 2021

TO: HONORABLE MAYOR AND CITY COUNCIL MEMBERS

FROM: CITY MANAGER

SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING THE ENGINEER'S REPORT OF WILLDAN FINANCIAL SERVICES FOR THE CITY OF COMPTON'S LIGHTING AND LANDSCAPE ASSESSMENTS DISTRICT NO. 1 CHARGES FOR FISCAL YEAR 2021/2022

SUMMARY

This resolution will approve the Engineer's Report for the Lighting and Landscape Assessment District No. 1 Charges for Fiscal Year 2021/2022.

BACKGROUND

At the City Council meeting held on June 2, 2021, the City Council adopted resolutions Initiating Proceedings, Accepting the Preliminary Engineer's Report Declaring its Intent to Levy and Collect Assessments and Charges, and appoint a time and place for hearing protests for the Lighting and Landscape District No. 1 Charges for Fiscal Year 2021/2022.

The time for the hearing of protests was set for June 2, 2021 at 5:45 P.M. via zoom.

STATEMENT OF THE ISSUE

These funds are required to operate the street lighting and landscaping in the City of Compton for fiscal year 2021/2022.

FISCAL IMPACT

There is no impact to the General Fund.

RECOMMENDATION

Staff recommends approval of the attached resolution.

CRAIG J. CORNWELL
CITY MANAGER

RESOLUTION NO._____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING THE ENGINEER'S REPORT OF WILLDAN FINANCIAL SERVICES FOR THE CITY OF COMPTON'S LIGHTING AND LANDSCAPE ASSESSMENTS DISTRICT NO. 1 CHARGES FOR FISCAL YEAR 2021/2022

WHEREAS, the City Council pursuant to provisions of the *Landscaping and Lighting Act of 1972 (commencing with Section 22500) Part 2, Division 15 of the California Streets and Highways Code* (hereinafter referred to as the "Act") and provisions of the City of Compton Municipal Code (hereinafter referred to as the "Municipal Code") did by previous Resolution, order the preparation of the fiscal year 2021/2022 Engineer's Report for the Lighting and Landscape District No. 1 Charge (hereinafter referred to collectively as the "Districts"); and

WHEREAS, the City Council pursuant to applicable provisions of the Act or Municipal Code proposes to levy and collect assessments and charges against lots and parcels of land within the Districts for the fiscal year 2021/2022, to pay the maintenance, servicing and operation of the improvements related thereto; and

WHEREAS, Willdan Financial Services (The designated Engineer) in accordance with *Section 22623* of the Act and provisions of the Municipal Code, has prepared and filed with the City Clerk an Engineer's Report for fiscal year 2021/2022 and said report has been presented to the City Council and is incorporated herein by reference; and

WHEREAS, this City Council has examined and reviewed the Engineer's Report as presented, and is preliminarily satisfied with the description of the Districts, the improvements identified therein, each of the budget items and documents as set forth, and is satisfied that the proposed assessments and charges have been spread proportionately in accordance with the special benefit each property receives from the improvements, operation, maintenance and services to be performed, as set forth in said Engineer's Report or as modified by Council action and incorporated herein.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The above recitals are true and correct.

SECTION 2. The Engineer's Report as presented is hereby approved pursuant to *Section 22623* of the Act and provisions of the Municipal Code, and ordered to be filed in the Office of the City Clerk as a permanent record and to remain open to public inspection.

SECTION 3. Copies of this resolution shall be filed in the offices of the City Manager, City Controller and Public Works Departments.

SECTION 4. The Mayor shall sign and the City Clerk shall attest to the adoption of this resolution.

ADOPTED this _____ day of _____, 2021.

_____

MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF COMPTON

I, Alita Godwin, City Clerk of the City of Compton, hereby certify that the foregoing resolution was adopted by the City Council of the City of Compton, signed by the Mayor, and attested by the City Clerk at a regular meeting thereof held on the _____ day of _____, 2021.

That said resolution was adopted by the following vote, to wit:

AYES: COUNCIL MEMBERS-
NOES: COUNCIL MEMBERS-
ABSTAIN: COUNCIL MEMBERS-
ABSENT: COUNCIL MEMBERS-

_____
CITY CLERK OF THE CITY OF COMPTON

City of Compton

Landscape and Lighting District No. 1

2021/2022 Engineer's Report

Intent Meeting: April 27, 2021
Public Hearing: May 18, 2021

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WILLDAN

ENGINEER'S REPORT AFFIDAVIT

Establishment of Annual Assessments for the:

Landscape and Lighting District No. 1

City of Compton
Los Angeles County, State of California

This Report identifies the parcels within the District and all relevant zones therein, as they existed at the time of the passage of the Resolution of Intention. Reference is hereby made to the Los Angeles County Assessor's maps for a detailed description of the lines and dimensions of parcels within the District. The undersigned respectfully submits the enclosed Report as directed by the City Council.

Dated this _____ day of _____, 2021.

Willdan Financial Services
Assessment Engineer
On Behalf of the City of Compton

By: _____

Stacee Reynolds, Senior Project Manager
District Administration Services

By: _____

Tyrone Peter
PE # C 81888

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I. INTRODUCTION

The City of Compton ("City") annually levies and collects special assessments in order to maintain the improvements that provide special benefit to properties within the Compton Landscape and Lighting District No.1 ("District"). Assessments are levied annually for the District pursuant to the *Landscaping and Lighting Act of 1972, Part 2 of Division 15 of the California Streets and Highways Code* (the "1972 Act").

The Engineer's Report ("Report") describes the District, applicable changes to the District, including any annexations or substantial changes in the improvements, and the proposed assessments for the fiscal year commencing July 1, 2021 and ending June 30, 2022 ("2021/2022"). The assessments are based on the historical and estimated cost to maintain the improvements that provide a special benefit to properties within the District and Zones, as described herein. The improvements within the District and the corresponding costs, including all expenditures, deficits, surpluses, revenues, and reserves, are assessed for each Zone.

For the purposes of this Report, the word "parcel" refers to an individual property assigned its own Assessment Number by the Los Angeles County Assessor's Office. The Los Angeles County Auditor/Controller uses Assessment Numbers and specific Fund Numbers to identify properties assessed for special district benefit assessments on the tax roll.

Following consideration of all public comments and written protests at a noticed public hearing and review of the Engineer's Report, the City Council may order amendments to the Report or confirm the Report as submitted. Following final approval of the Report and confirmation of the assessments, the Council may then order the levy and collection of assessments for fiscal year 2021/2022 pursuant to the 1972 Act. In such case, the assessment information will be submitted to the County Auditor/Controller and included on the property tax roll for each assessable parcel in fiscal year 2021/2022.

II. PROVISIONS OF THE 1972 ACT

The Method of Apportionment described for the District utilizes commonly accepted assessment-engineering practices and have been established pursuant to the 1972 Act in compliance with the provisions of the California Constitution Article XIIID. As generally defined, the improvements and the associated assessments for any district formed pursuant to the 1972 Act may include one or any combination of the following:

1) The installation or planting of landscaping.
2) The installation or construction of statuary, fountains, and other ornamental structures and facilities.
3) The installation or construction of public lighting facilities, including, but not limited to streetlights and traffic signals.
4) The installation or construction of any facilities which are appurtenant to any of the foregoing or which are necessary or convenient for the maintenance or servicing thereof; including but not limited to, grading, removal of debris, the installation or construction of curbs, gutters, walls, sidewalks, or paving, or water, irrigation, drainage, or electrical facilities.

5) The installation of park or recreational improvements including, but not limited to the following:
    i. Land preparation, such as grading, leveling, cutting and filling, sod, landscaping, irrigation systems, sidewalks, and drainage.
    ii. Lights, playground equipment, play courts and public restrooms.
6) The maintenance or servicing, or both, of any of the foregoing.
7) The acquisition of land for park, recreational or open-space purposes, or the acquisition of any existing improvement otherwise authorized by the 1972 Act.
8) Incidental expenses associated with the improvements including, but not limited to:
    i. The cost of preparation of the Report, including plans, specifications, estimates, diagram, and assessment;
    ii. The costs of printing, advertising, and the publishing, posting and mailing of notices;
    iii. Compensation payable to the County for collection of assessments;
    iv. Compensation of any engineer or attorney employed to render services;
    v. Any other expenses incidental to the construction, installation, or maintenance and servicing of the improvements; and,
    vi. Costs associated with any elections held for the approval of a new or increased assessment.

III. DESCRIPTION OF THE DISTRICT AND SERVICES

A. GENERAL DESCRIPTION OF THE DISTRICT AND SERVICES

The District boundary is coterminous with the boundary of the City of Compton. The District consists of seven (7) distinct benefit zones ("Zones"):

ZONE	DESCRIPTIONS
1	Residential
2	Commercial
3	Heavy Manufacturing
4	Limited Manufacturing
5	Gateway Town Center
6	Churches
7	Exempt

A diagram showing the exterior boundaries of the District, the boundaries of designated Zones within the District has been previously filed in the office of the City Clerk and is incorporated herein by reference. For a detailed description of the lines and dimensions of any lots or parcels within the District, reference is made to the Los Angeles County

Assessor parcel maps for fiscal year 2021/2022, which are by reference made part of this Report.

The District provides for the maintenance, servicing and operation of landscape and lighting improvements within public easements and rights-of-way throughout the District.

Currently, there are 6,207 lights in the District, out of which 1,494 lights are owned by the City. A plan showing the size and location of street lights and traffic signals to be installed, maintained and serviced and, in general, the landscaping and parkway maintenance to be performed in each Zone in the District is on file in the office of the City Clerk and is hereby made a part of this Report by reference.

The tables on the following pages show the streetlight and safety light inventory in the City.

STREETLIGHT INVENTORY

	Location	Record #	I.D. #	Sequence #	Soffit	Metal Halide 250 WT 10' Globe	Metal Halide 150 WT	Metal Halide 250 WT
1	Compton Boulevard and Willowbrook Avenue Service West Road S-W Corner	61	495	1000-010	-	-	-	5
2	Compton Boulevard and Acacia Avenue Service S-E Corner	129	363	1000-020	-	-	-	6
3	Myrrh Street and Willowbrook Avenue Service N/W Corner	131	365	1000-030	-	-	-	8
4	Acacia Avenue and Myrrh Street Service N-E Corner	130	364	1000-040	-	-	-	3
5	Compton Boulevard between Oleander Avenue and Willowbrook Avenue N/W Corner	127	361	1000-050	-	-	-	12
6	Compton Boulevard and Wilmington Avenue South Median	62	496	1000-055	-	-	-	6
7	Compton Boulevard East of Wilmington Avenue	132	366	1000-060	-	-	-	4
8	Compton Boulevard between Kemp Avenue and Wilmington Avenue	133	203	1000-070	-	-	-	4
9	Wilmington Avenue Between School Street and Compton Boulevard	134	204	1000-080	-	-	-	7
10	Wilmington Avenue between Palmer Street and School Street	135	206	1000-090	-	-	-	7
11	Wilmington Avenue between Arbustus Street and Brazil Street	136	207	1000-100	-	-	-	4
12	Wilmington Avenue between Elm Street and Arbustus Street	114	185	1000-110	-	-	-	8
13	Wilmington Avenue between Maple Street Elm Street	228	238	1000-120	-	-	-	8
14	Wilmington Avenue between Maple Street and Rosecrans Avenue	139	210	1000-130	-	-	-	6
15	Wilmington Avenue between Rosecrans Avenue and Plum Street	97	165	1000-140	-	-	-	6
16	Wilmington Avenue between Plum Street and Cressey Street	121	199	1000-150	-	-	-	4
17	Wilmington Avenue between 137th Street and 139th Street	141	211	1000-170	-	-	-	4
18	Wilmington Avenue between Stockwell Street and 137th Street	116	628	1000-180	-	-	-	10
19	Wilmington Avenue between 134th Street and Stockwell Street	116	189	1000-190	-	-	-	10
20	Wilmington Avenue between 132nd Street and 134th Street	144	213	1000-200	-	-	-	10
21	Wilmington Avenue between 130th Street 132nd Street	108	497	1000-210	-	-	-	10
22	Wilmington Avenue between 130th Street and El Segundo Boulevard	146	241	1000-220	-	-	-	12
23	Wilmington Avenue and Stockwell Street South East Corner	152	373	1000-230	-	-	23	-
24	138th St & 139th St Between Wilmington Avenue and Paulsen Avenue	231	376	1000-234	-	-	10	-
25	Nord Street between Paulsen Avenue and Grape Avenue	151	372	1000-270	-	-	27	-
26	Nord Street between Anzac Avenue and Wilmington Avenue	264	619	1000-280	-	-	15	-
27	2007 North Kalsman Avenue	147	367	1000-300	-	-	21	-
28	Parmelee Avenue between Stockwell Street Piru Street	148	368	1000-310	-	-	16	-
29	Parmelee Avenue between 136th Street and 137th Street	149	369	1000-320	-	-	16	-
30	Parmelee Avenue between 137th Street and 138th Street	230	370	1000-330	-	-	24	-
31	Parmelee Avenue between 138th Street and 139th Street	265	620	1000-340	-	-	16	-

STREETLIGHT INVENTORY

	Location	Record #	I.D. #	Sequence #	Soffit	Metal Halide 250 WT 10' Globe	Metal Halide 150 WT	Metal Halide 250 WT
32	Alondra Boulevard and Wilmington Avenue Service N/W	267	622	1000-345	-	-	-	10
33	Alondra Boulevard and Kemp Avenue Service N/W	258	494	1000-350	-	-	-	10
34	Alondra Boulevard and Grandee Avenue Service N/W	27	67	1000-360	-	-	-	10
35	Alondra Boulevard and Northwood Avenue Service N/E	156	216	1000-370	-	-	-	10
36	Alondra Boulevard and Northwood Avenue Service N/W	31	71	1000-380	-	-	-	8
37	Alondra Boulevard and Tajauta Avenue Service N/W	158	217	1000-390	-	-	-	8
38	Alondra Boulevard and Nestor Avenue Service N/W	30	69	1000-400	-	-	-	8
39	Alondra Boulevard and Central Avenue Service North East Corner	268	623	1000-410	-	-	-	8
40	Wilmington Avenue between Greenleaf Boulevard & North of Carob Street	160	242	1000-430	-	-	-	8
41	Wilmington Avenue/North of Carob Street & South of Carob Street	207	261	1000-440	-	-	-	8
42	Wilmington Avenue South of Carob Street and North of Walnut Street	269	624	1000-450	-	-	-	8
43	Wilmington Avenue North of Walnut Street and South of Walnut Street	161	219	1000-480	-	-	-	8
44	Wilmington Avenue North of Artesia Boulevard and Artesia Boulevard Overpass	162	220	1000-485	-	-	-	21
45	Wilmington Avenue and Carob Street North East Corner Service	167	262	1000-490	-	-	16	-
46	Carob Street and Acacia Avenue North East Corner Service	274	635	1000-495	-	-	15	-
47	1825 South Acacia Avenue Service	168	263	1000-500	-	-	36	-
48	Walnut Street East of Wilmington Avenue South East Corner Service	275	636	1000-505	-	-	30	-
49	Walnut Street between Anderson Avenue and Wilmington Avenue	163	221	1000-510	-	-	26	-
50	Walnut Street between Anderson Avenue and Central Avenue	164	378	1000-520	-	-	14	-
51	Anderson Street from Artesia Boulevard to North of Walnut Street	165	379	1000-530	-	-	23	-
52	Alameda Street East between Alondra Boulevard and Tichenor Street	233	388	1000-545	-	-	8	-
53	Alameda Street East between Tichenor Street and Greenleaf Boulevard	239	447	1000-550	-	-	8	-
54	Alameda Street East between Greenleaf Boulevard and Auto Drive South	243	472	1000-555	-	-	7	-
55	Acacia Avenue and Artesia Freeway Underpass	169	381	1000-590	10	-	-	-
56	Central Avenue and Artesia Freeway Overpass	238	429	1000-605	-	-	-	8
57	Clemmer Drive and Tartar Lane Service North East Corner	177	389	1000-610	-	-	4	-
58	Rosecrans Avenue Overpass and Alameda Street	174	385	1000-640	-	-	-	30
59	Rosecrans Avenue Underpass and Alameda Street	174	454	1000-650	20	-	-	-
60	Palmer Street between Alameda Street and Chester Avenue	183	396	1000-660	-	-	13	-
61	Palmer Street between Long Beach Boulevard and Chester Avenue	182	395	1000-670	-	-	17	-
62	Long Beach Boulevard and Tucker Street Service North West Corner	185	399	1000-680	-	-	-	20
63	Long Beach and Kay Street Service North of North East Corner	217	404	1000-700	-	-	-	17

STREETLIGHT INVENTORY

	Location	Record #	I.D. #	Sequence #	Soffit	Metal Halide 250 WT 10' Globe	Metal Halide 150 WT	Metal Halide 250 WT
64	Long Beach Boulevard and Elm Street Service South West Corner	186	400	1000-720	-	-	-	15
65	Long Beach Boulevard and Elm Street Service South East Corner in Alley	220	405	1000-740	-	-	-	15
66	Long Beach Boulevard and Myrrh Street Service North West Corner in Alley	187	401	1000-750	-	-	-	16
67	Long Beach Boulevard and Myrrh Street Service North East Corner	221	403	1000-760	-	-	-	15
68	Long Beach Boulevard and Pauline Street Service North West Corner in Alley	188	402	1000-800	-	-	-	16
69	Long Beach Boulevard and Pauline Street Service South East Corner in Alley	214	406	1000-810	-	-	-	13
70	Stockton Street between Alhambra Avenue and Long Beach Boulevard	184	397	1000-840	-	-	16	-
71	Pine Street between Alhambra Avenue and Long Beach Boulevard	184	626	1000-842	-	-	16	-
72	Arlington Avenue between Alhambra Avenue and Long Beach Boulevard	235	398	1000-845	-	-	8	-
73	Compton Boulevard between Alameda Street West Road & Willowbrook Avenue East Road	59	360	1000-880	-	-	-	12
74	Laurel Street and Poinsettia Avenue Service South West Corner	180	393	1000-890	-	19	-	-
75	Laurel Street and Sloan Avenue Service South West Corner	181	394	1000-930	-	19	-	-
76	114 North Holly Avenue	189	407	1000-970	-	22	-	-
77	1617 E Palmer Street to 1905 E Palmer Street	192	411	2000-010	-	-	5	-
78	1613 E. San Luis To 1905 E. San Luis	190	409	2000-020	-	-	6	-
79	1609 San Marcus to 1905 San Marcus	191	410	2000-030	-	-	6	-
80	Alondra Boulevard between Santa Fe Avenue and Pearl Avenue	178	390	2000-040	-	-	18	-
81	Alondra Boulevard between Mayo Avenue & Poinsettia Avenue	179	391	2000-050	-	-	20	-
82	Alondra Boulevard between Poinsettia Avenue and Long Beach Boulevard	234	392	2000-060	-	-	6	-
83	Harbor Avenue/ Susana Road and Artesia Freeway Underpass	198	415	2000-070	12	-	-	-
84	Atlantic Avenue and 710 Freeway Underpass	194	412	2000-090	-	-	5	-
85	Artesia Boulevard and Alameda Street Connector Road	3	5	2000-095	-	-	-	10
86	Santa Fe Avenue and Artesia Freeway Underpass on Santa Fe Avenue	272	630	2000-100	8	-	-	-
87	Santa Fe Avenue and Artesia Freeway W/B Off Ramp Underpass	98	168	2000-100	12	-	-	-
88	Police Parking Lot and Heritage House	195	222	1000-630	-	-	-	8
	TOTAL LIGHTS				**62**	**60**	**491**	**474**

INTERSECTION SAFETY LIGHT INVENTORY

	Location	Record #	I.D. #	T5 -1 Tube	T5-2 Tube	Cobra	Soffit Lite	10' Globe	King Globes
1	Compton Boulevard and Willowbrook Avenue	61	294	-	8	-	-	-	-
2	Compton Boulevard and Acacia Avenue	46	106	-	4	-	-	-	-
3	Compton Boulevard and Oleander Avenue	57	287	-	2	-	-	-	-
4	Compton Boulevard and Aranbe Avenue	49	267	-	2	-	-	-	-
5	Compton Boulevard and Wilmington Avenue	62	297	-	4	-	-	-	-
6	Compton Boulevard and Dwight Avenue	53	277	-	4	-	-	-	-
7	Compton Boulevard and Tajauta Avenue	254	485	-	4	-	-	-	-
8	Compton Boulevard and Central Avenue	52	274	-	4	-	-	-	-
9	Compton Boulevard and Aprilia Avenue/ Deodora Avenue	48	109	-	4	-	-	-	-
10	Compton Boulevard and Wadsworth Avenue	202	419	-	1	-	-	-	-
11	Rosecrans Avenue and Willowbrook Avenue	96	160	-	-	8	-	-	-
12	Rosecrans Avenue and Acacia Avenue	77	114	-	4	-	-	-	-
13	Rosecrans Avenue and Oleander Avenue	93	152	-	2	-	-	-	-
14	Rosecrans Avenue and Aranbe Avenue	80	122	-	2	-	-	-	-
15	Rosecrans Avenue and Matthisen Avenue	91	148	-	2	-	-	-	-
16	Rosecrans Avenue and Wilmington Avenue	97	164	-	4	-	-	-	-
17	Wilmington Avenue and Poplar Street	114	186	-	2	-	-	-	-
18	Rosecrans Avenue and Dwight Avenue	85	134	-	2	-	-	-	-
19	Rosecrans Avenue and Fire Station	86	136	-	2	-	-	-	-
20	Rosecrans Avenue and Tajauta Avenue	95	158	-	2	-	-	-	-
21	Rosecrans Avenue and Parmelee Avenue	125	358	-	2	-	-	-	-
22	Rosecrans Avenue and Central Avenue	123	353	-	3	1	-	-	-
23	Central Avenue and 148th Street/ Brazil Street	39	87	-	-	2	-	-	-
24	Central Avenue at Piru Street/ Sam Littleton/ Stockwell Street	38	85	-	4	-	-	-	-
25	El Segundo Boulevard and Slater Avenue/ Parmelee Avenue	66	306	-	4	-	-	-	-
26	El Segundo Boulevard and Compton Avenue	64	301	-	4	-	-	-	-
27	El Segundo Boulevard and Grandee Avenue	65	303	-	4	-	-	-	-
28	El Segundo Boulevard and Wilmington Avenue	203	422	-	4	-	-	-	-
29	Wilmington Avenue and 131st Street	108	173	-	-	4	-	-	-
30	Wilmington Avenue and Stockwell Street	116	190	-	-	3	-	-	-
31	Wilmington Avenue and 139th Street	109	174	-	2	-	-	-	-
32	Willowbrook Avenue and Myrrh Street	107	344	-	-	8	-	-	-
33	Acacia Avenue and Myrrh Street	2	2	-	5	-	-	-	-
34	Alondra Boulevard and Willowbrook Avenue	25	58	-	-	8	-	-	-

INTERSECTION SAFETY LIGHT INVENTORY

	Location	Record #	I.D. #	T5 -1 Tube	T5-2 Tube	Cobra	Soffit Lite	10' Globe	King Globes
35	Alondra Boulevard and Acacia Avenue	10	22	-	2	-	-	-	-
36	Alondra Boulevard and Oleander Avenue	21	47	-	2	-	-	-	-
37	Alondra Boulevard and Center Street	15	33	-	2	-	-	-	-
38	Alondra Boulevard and Wilmington Avenue	26	62	-	4	-	-	-	-
39	Wilmington Avenue and Laurel Street	113	181	-	1	3	-	-	-
40	Alondra Boulevard and Central Avenue	16	35	-	3	-	-	-	-
41	Central Avenue and 156th Street	40	90	-	2	-	-	-	-
42	Alondra Boulevard and Caswell Avenue	14	30	-	2	-	-	-	-
43	Alondra Boulevard and Aprilia Avenue	200	225	-	2	-	-	-	-
44	Central Avenue and Caldwell Street	205	230	-	4	-	-	-	-
45	Central Avenue and Greenleaf Boulevard	253	483	-	4	-	-	-	-
46	Central Avenue and Saint George Warehouse	257	489	-	-	2	-	-	-
47	Central Avenue and Walnut Street	43	97	-	4	-	-	-	-
48	Central Avenue North Side and Artesia Boulevard	44	100	-	3	-	-	-	-
49	Central Avenue South and Albertoni Street/ Artesia Boulevard	45	103	-	-	4	-	-	-
50	Central Avenue and Mahalo Place/ Radbard Street	42	95	-	-	2	-	-	-
51	Wilmington Avenue and Caldwell Street	111	176	-	-	2	-	-	-
52	Greenleaf Boulevard and Wilmington Avenue	70	315	-	-	4	-	-	-
53	Wilmington Avenue and Carob Street	112	179	-	-	3	-	-	-
54	Wilmington Avenue and Walnut Street	118	194	-	-	2	-	-	-
55	Wilmington Avenue North Side and Artesia Boulevard	119	197	-	-	3	-	-	-
56	Wilmington Avenue South Side and Artesia Boulevard	120	350	-	-	3	-	-	-
57	Wilmington Avenue and Ralph	115	187	-	-	4	-	-	-
58	Wilmington Avenue and Victoria Street	117	191	-	-	4	-	-	-
59	Victoria Street and Telephone Company	105	341	-	-	2	-	-	-
60	Artesia Boulevard and Acacia Avenue	32	72	-	-	3	-	-	-
61	Compton Boulevard and Douglas DollarHide Drive	59	290	-	-	4	-	-	-
62	Compton Boulevard and Alameda Street	47	264	-	-	-	-	-	8
63	Compton Boulevard and Santa Fe Avenue	58	111	-	-	4	-	-	-
64	Compton Boulevard and Mayo Avenue	56	284	-	-	4	-	-	-
65	Compton Boulevard and Long Beach Boulevard	55	281	-	-	8	-	-	-
66	Compton Boulevard and Bullis Road	51	271	-	-	4	-	-	-
67	Compton Boulevard and Bradfield Avenue	50	269	-	-	4	-	-	-
68	Compton Boulevard and Harris Avenue	124	356	-	-	4	-	-	-

INTERSECTION SAFETY LIGHT INVENTORY

	Location	Record #	I.D. #	T5 -1 Tube	T5-2 Tube	Cobra	Soffit Lite	10' Globe	King Globes
69	Alameda Street and Palmer Street/ Carson Place	9	20	-	-	-	-	-	8
70	Palmer Street and Willow Avenue	276	637	-	-	4	-	-	-
71	Santa Fe Avenue and Palmer Street	102	335	-	-	4	-	-	-
72	Alameda Street and Elm Street	6	12	-	-	-	-	-	4
73	Rosecrans Avenue West Roadway and Alameda Street	79	119	-	-	2	-	-	-
74	Rosecrans Avenue East Roadway and Alameda Street	78	116	-	-	2	-	-	-
75	Rosecrans Avenue and Santa Fe Avenue	94	155	-	-	4	-	-	-
76	Santa Fe Avenue and Tucker Street	104	338	-	-	2	-	-	-
77	Santa Fe Avenue and Pine Street	201	416	-	-	2	-	-	-
78	Rosecrans Avenue and Mayo Avenue	92	150	-	-	2	-	-	-
79	Long Beach Boulevard and Palmer Street	74	324	-	-	4	-	-	-
80	Rosecrans Avenue and Long Beach Boulevard	90	145	-	-	4	-	-	-
81	Long Beach Boulevard and Tucker Street	76	327	-	-	2	-	-	-
82	Long Beach Boulevard and Arlington Avenue/ Pine Street	71	318	-	-	4	-	-	-
83	Bullis Road and Pine Street	37	83	-	-	2	-	-	-
84	Rosecrans Avenue and Bullis Road	83	130	-	-	4	-	-	-
85	Rosecrans Avenue and Bradfield Avenue	82	127	-	-	4	-	-	-
86	Rosecrans Avenue and Pannes Avenue	263	618	-	-	3	-	-	-
87	Rosecrans Avenue and Harris Avenue	89	143	-	-	2	-	-	-
88	Rosecrans Avenue and Gibson Avenue	87	139	-	-	3	-	-	-
89	Atlantic Avenue and San Vincente Street	36	81	-	-	4	-	-	-
90	Myrrh Street and Alameda Street	240	450	-	-	-	-	-	8
91	Alondra Boulevard and Tamarind Avenue	24	55	-	-	2	-	-	-
92	Alondra Boulevard and Alameda Street	11	24	-	-	-	-	-	8
93	Alondra Boulevard and Santa Fe Avenue	23	52	-	-	4	-	-	-
94	Santa Fe Avenue and Myrrh Street	101	332	-	-	2	-	-	-
95	Alondra Boulevard and Mayo Avenue	20	44	-	-	4	-	-	-
96	Alondra Boulevard and Poinsettia Avenue	22	49	-	-	4	-	-	-
97	Long Beach Boulevard and Myrrh Street	73	322	-	-	4	-	-	-
98	Alondra Boulevard and Long Beach Boulevard	19	41	-	-	4	-	-	-
99	Alondra Boulevard and Bradfield Avenue	13	28	-	-	2	-	-	-
100	Alondra Boulevard and Harris Avenue	17	38	-	-	2	-	-	-
101	Alondra Boulevard and White Avenue	199	224	-	-	2	-	-	-
102	Alondra Boulevard and Atlantic Avenue	122	200	-	-	8	-	-	-

INTERSECTION SAFETY LIGHT INVENTORY

	Location	Record #	I.D. #	T5 -1 Tube	T5-2 Tube	Cobra	Soffit Lite	10' Globe	King Globes
103	Long Beach Boulevard and Bullis Road/ Temple Avenue	72	320	-	-	5	-	-	-
104	Greenleaf Boulevard and Plaza Drive/ Tamarind Avenue	284	645	-	-	4	-	-	-
105	Greenleaf Boulevard and Alameda Street	68	311	-	-	8	-	-	-
106	Greenleaf Boulevard and Santa Fe Avenue	100	330	-	-	4	-	-	-
107	Alameda Street and Towne Center Drive	280	641	-	-	2	-	-	-
108	Alameda Street and Auto Drive South	204	227	-	-	2	-	-	-
109	Alameda Street and Artesia Boulevard North Off Ramp	4	9	-	-	4	-	-	-
110	Artesia Boulevard and Alameda Street Connector Road	3	5	-	-	-	-	-	-
111	Crystal Park Hotel and Artesia Boulevard	35	78	-	-	2	-	-	-
112	Alameda Street and Manville Street	8	17	-	-	4	-	-	-
113	Santa Fe Avenue and Artesia Boulevard	98	168	-	-	3	-	-	-
114	Artesia Boulevard and Harbor Avenue/ Susana Road	34	76	-	-	4	-	-	-
	TOTAL			**-**	**126**	**245**	**-**	**-**	**36**

B. SPECIFICATIONS FOR MAINTENANCE AND SERVICING

The lighting and traffic signal system shall be maintained and serviced to provide adequate illumination and traffic control. Maintenance and servicing shall include but not be limited to removal, repair, replacement or relocation of light standards, traffic signals, poles, bulbs, fixtures, circuits and appurtenances.

The Southern California Edison Company, their successors, or assigns, shall furnish energy for lights and traffic signals. The level of illumination shall be adequate for the intended purpose in each Zone. Rates for energy shall be those authorized by the Public Utilities Commission, State of California.

The landscaping improvements include, but are not limited to, the operation, maintenance and servicing of ornamental structures, landscaping including trees, shrubs, grass and other ornamental vegetation, and appurtenant facilities, including irrigation systems and drainage devices located in public streets or rights-of-way within the boundaries of the District.

Maintenance means the furnishing of services and materials for the ordinary and usual maintenance, operation and servicing of the ornamental structures, landscaping and appurtenant facilities, including, but not limited to, repair, removal or replacement of all or part of any of the ornamental structures, landscaping or appurtenant facilities; providing for the life, growth, health and beauty of the landscaping including cultivation, irrigation, trimming, spraying, fertilizing and treating for disease, or sandblasting and painting of walls and other improvements within the street area to remove or cover graffiti.

Servicing means the furnishing of electricity for the lighting and operation of the ornamental structures, landscaping and appurtenant facilities, and water for the irrigation and control of the landscaping and the maintenance of any of the ornamental structures, landscaping and appurtenant facilities.

The plans and specifications for the operation, maintenance and servicing of the landscaping are on file in the office of the City Clerk, the City Engineer and the various service departments where they are available for public inspection. The plans and specifications are voluminous and are not bound in this Report but by this reference are incorporated herein and made a part of this Report.

IV. METHOD OF APPORTIONMENT

A. GENERAL DESCRIPTION OF THE DISTRICT AND SERVICES

The District and assessments provide for the continued maintenance, servicing and operation of the improvements within the District boundaries. The District is divided into seven (7) distinct benefit Zones categorized by land use and the special benefit received from the improvements as outlined in Section IV B. It has been determined that the assessed parcels receive special benefits from the improvements. It is the opinion of the public works supervisors that, on a long-term basis, an equality of effort and expenditure is achieved throughout the District.

Parcels identified as being within the District share in both the cost and the benefits of the improvements. The costs associated with the improvements, are equitably spread between benefiting parcels within the District. Only parcels that receive benefit from the improvements are assessed, and each parcel is assessed in proportion to the estimated special benefit received. The funds collected from the assessments are dispersed and used for the maintenance, services and operation of the improvements provided within the District. Properties receive the following special benefits from the District improvements:

Adequate lighting on public streets and traffic signals to control the flow of traffic and pedestrians are considered important for their contribution to public convenience and safety. Protection of property and reduction of traffic accidents are specific benefits that properties realize within the District. The lighting benefit is directly related to safety and property protection and therefore increases the perceived and actual usability of residential, commercial and industrial properties. Placement of and the intensity of street lighting has received past and ongoing studies by the City officials and consultants with the intent of intensifying such lighting in the area from the curb to the property line and also the onsite level of lighting. Traffic signals contribute to the control of traffic, thereby providing a measure of safety and pedestrian and vehicular accessibility to residential, commercial and industrial properties. Community activities are increased when public infrastructure such as street lights and traffic signals are in place, improved, operable, safe and well maintained.

The maintenance of parkways, including landscaping and trees is of necessity, an ongoing and long-range activity. Properties within the District receive special benefit from the landscaping improvements through improved erosion resistance, dust and debris control, reduced vandalism, enhanced urban environment and improved aesthetic appeal of the properties. As a result of the age of the development of various areas, the level of deterioration within the City and in particular neighborhoods is different, requiring different types and levels of maintenance effort. The intent of the public works staff is to reduce complaints and problems while achieving an acceptable level of maintenance in all areas. The ongoing attempt is to achieve clean, graffiti free streets while maintaining the newer areas and upgrading the older areas.

B. METHODOLOGY

The assessments and method of apportionment described in this Report utilizes commonly accepted assessment engineering practices and have been established pursuant to the 1972 Act. Any new or increased assessment will be subject to the substantive and procedural requirements of the Constitution, Article XIIID, Section 4.

Pursuant to the 1972 Act, the costs of the District may be apportioned by any formula or method that fairly distributes the net amount to be assessed among all assessable parcels in proportion to the estimated benefits to be received by each parcel from the improvements. The benefit formula used should reflect the composition of the parcels, and the improvements and services provided, to fairly proportion the costs based on special benefit to each parcel.

To reflect the composition of the parcels the District has been divided into seven (7) distinct benefit Zones as follows:

ZONE	DESCRIPTIONS
1	Residential
2	Commercial
3	Heavy Manufacturing
4	Limited Manufacturing
5	Gateway Town Center
6	Churches
7	Exempt

The methodology is based on the parcel's land use and size compared to other parcels that are associated with the improvements. For example, an examination of the lighting pattern and lumens of light provided indicates that the lighting intensity in general is much greater in front of non-residential properties than in residential areas or residential properties. The additional lighting provides greater benefit to such non-residential properties because it provides additional protection from robberies and vandalism and provides an enhanced appearance and increased safety in access to potential customers.

In the Residential Zone, all the parcels in the District receive a basic similar special benefit from the improvements, due to their similarity in use and proximity to the improvements. However with frontage a major factor in development and potential usage, adjusted front footage has been used as a measure of such development and use benefit.

In the Commercial Zones, the special benefit to each parcel is derived not only from the benefits to the property as described above, but also the enhancement of the property through the enhanced ability to attract clients, employees, and customers to the parcel. The estimated cost of the improvements in a Commercial Zone has been divided among the parcels within the Zone according to the adjusted front footage of each parcel in the Zone.

The City of Compton has traditionally recognized the role of church and schools in the community; the contribution of churches and church schools in meeting educational, welfare and recreational needs of youth and others; the influence of churches in stabilizing the community and thereby reducing crime and other costs; the role of churches in meeting the nutritional and emotional needs of senior and low income persons; and has partially recognized the reduced costs which are experienced by the community by reason of the above services to society by assigning a reduced assessment rate for churches.

Public property owned by any public agency and in use in the performance of a public function, which is included within the boundary of the District, shall not be subject to the assessment. Other properties that are considered exempt from the assessments are those that receive little or no benefit from the improvements, have restricted development or provide substantially similar improvements, such as, common areas, flood control drainage, right-of-way and rivers.

The cost of the improvements has been apportioned to all assessable parcels within the District on an adjusted front footage basis. Table II in the District Budget section of this

Report shows the per lineal foot assessment within each of the seven (7) Zones based on the three improvement categories composed of lighting, landscape and traffic signals.

The Los Angeles County Assessor's maps were utilized to determine the front footage of each respective parcel within the District. Adjustments have been made to the frontage shown in the Assessor' maps for corner, odd shaped and interior (no street frontage) lots. The criteria used to determine front footage is as follows:

LOT TYPE	CRITERIA
1. Rectangular Lots	Street frontage on a public street
2. Irregular Shaped Lots	(a) Width of lot at set back line, or (b) Average of front and rear lot line lengths, or (c) Street frontage, whichever is most representative of benefit
3. Flag Lots	One-half of the lot width as measured on the rear lot line, which is parallel to the public street
4. Corner Lots	The narrowest frontage on a public street if residential, average of both frontages if non-residential
5. Interior Parcels	Front footage and number of parcels
6. Condominiums	Front footage and number of parcels

Other unusual or rarely occurring conditions shall be treated in accordance with the Landscape and Lighting District Procedures Manual or based on prior accepted procedures.

C. ASSESSMENT

Assessment is comprised of three categories: lighting, landscape and signals. Assessment rate per front foot for each of the three categories are outlined in Table II of this report. As an example, for a residential parcel with front footage of 50 feet, total assessment amount is calculated as follows:

(50 * $0.935 [lighting assessment]) + (50 * $1.886 [landscape assessment]) + (50 * $0.244 [signals assessment]) = $153.25

V. DISTRICT BUDGETS

The 1972 Act provides that the estimated costs of the improvements shall include the total cost of the improvements for the fiscal year, incidental expenses, and may include reserves to operate the District until assessment collections are transmitted to the City from the County.

The 1972 Act also provides that the amount of any surplus, deficit, or contribution must be included in the estimated cost of improvements. The net amount to be assessed on the lots or parcels within the District is the total cost of installation, maintenance, and servicing with adjustments either positive or negative for reserves, surpluses, deficits, and/or contributions.

The estimated net amount to be assessed for fiscal year 2021/2022 is $4,187,847.66. Table III shows a summary of the total assessments per Zone for the three improvement categories of lighting, landscape and traffic signals. The rates of assessment are the same as the rates approved in fiscal year 2020/2021 and prior years.

A summary of the estimated costs for the District for fiscal year 2021/2022 is shown in Table I of this Section.

A. DESCRIPTION OF BUDGET ITEMS

The following describes the costs funded through the District and shown in the budget.

Personnel (Salary and Benefits) - The cost of City department staff personnel involved in providing the coordination for maintenance and servicing, responding to public concerns and levying and collecting assessments. This includes, where appropriate, reimbursement for time spent by other City staff such as, Finance and Accounting, the City Attorney, the City Manager, City Council and the Public Works staff.

Materials and Equipment - Includes all material and equipment required to properly maintain, service and operate the improvements within the District by City staff and others. All improvements within the District will be maintained and serviced on a regular basis. The frequency and specific maintenance operations required will be determined by City staff and in certain instances are incorporated in the agreements with the Southern California Edison Company.

Street Maintenance and Repairs - Repairs that are unforeseen and not normally included in the yearly maintenance cost. This may include repair of damage due to vandalism, storms and other natural occurrences, planned upgrades of the improvements and the cost of subcontractors for maintenance and other services, including tree trimming.

Utilities (Electricity and Water) - The furnishing of water required for the irrigation of the parkway and median landscaping and the maintenance of the ornamental structures and appurtenant facilities. The furnishing of electricity as required for the operation of the street lighting, traffic signals, parkway and median controls and appurtenant facilities, as outlined in agreements with the Southern California Edison Company and under rates as set by the Public Utilities Commission.

Cost Allocation Plan ("CAP") - Summarizes a comprehensive analysis completed for the City of Compton, California (the "City") to determine the appropriate allocation of costs from City central service departments to the departments that provide services directly to the community. The primary objective is to allocate costs from departments that provide services internally to operating departments that conduct the day-to-day operations necessary to serve the community. These internal service costs are those: (a) incurred for a common or joint purpose benefiting more than one cost objective, and (b) not readily assignable to the cost objectives specifically benefitted, without effort disproportionate to the results achieved. The term "indirect costs," as used herein, applies to costs of this type originating in the central service departments. Typical central service departments include the City Manager and City Controller, whereas, typical operating departments include Fire, Public Works, and enterprise funds.

To ensure central service department costs are appropriately allocated to the operating departments, we analyzed and identified expenditures to determine which costs are allowable versus unallowable in accordance with Office of Management and Budget (OMB)-87 principles. Costs that are typically considered to be unallowable include, but are not limited to: General Advertising, Entertainment, Award Ceremonies, Capital Improvements, Bad Debt, Lobbying, Contingencies, Legislative Body (City Council), Debt Service, Promotional Items.

As such, unallowable costs were excluded from this CAP, including indirect costs associated with City Council (reflected as a negative number under allowable costs).

County Administration - The administrative cost to apply the assessments on the secure tax roll each fiscal year.

Consultants and Professional Services - The costs of contracting with professionals to provide services specific to the levy administration, including preparation of the Engineer's Report, resolutions, and levy submittal to the County. These fees also include any additional administrative, legal, and engineering services specific to the District such as costs to prepare and mail notices of the Public Hearing.

Reserve Fund Credit – Represents contributions or transfers of funds from the District reserve fund.

Unfunded Costs – Represents revenue from other sources such as the City of Compton General Fund.

Total Net Estimated Cost - Total direct cost plus total administrative costs less any transfers from the reserve fund or contributions from other revenue sources.

Total Parcels – The total number of parcels within the District.

Total Parcels Levied – The total number of parcels within the District that will receive special benefit and be assessed for the fiscal year.

Total Front Footage Levied – The total front footage of parcels within the District calculated according to the methodology detailed in this Report.

Balance to Levy - This is the total amount to be levied to the parcels within the District for the current fiscal year. The Balance to Levy represents the sum of the Total Direct and Administration Costs, plus any revenue adjustments resulting from the Reserve Fund, Beginning Balance, City Contributions, Other Revenue Sources, or Capital Improvement Fund. This dollar amount represents the total funds to be collected from the parcels through assessments on the property tax bills.

B. FISCAL YEAR 2021/2022 PROPOSED BUDGET

CITY OF COMPTON LANDSCAPE AND LIGHTING DISTRICT NO. 1	FY 2021/22
DIRECT COSTS	
Personnel	
Salary	$600,000.00
Benefits	113,875.00
Materials and Equipment	
Machinery & Equipment	75,000.00
Street Maintenance and Repairs	
Street Sweeping	700,000.00
Tree Trimming	400,000.00
Median Maintenance	31,036.59
Traffic Signal and Lighting	350,000.00
Utilities	
Electricity	1,500,000.00
Water (rubbish)	206,400.00
Cost Allocation	200,000.00
TOTAL DIRECT COSTS	**$4,176,311.59**
ADMINISTRATION COSTS	
County Administration	$4,921.75
Consultants & Professional Services	16,300.00
TOTAL ADMINISTRATION COSTS	**$21,221.75**
COLLECTIONS/(CREDITS) APPLIED TO LEVY	
TOTAL DIRECT AND ADMIN COSTS	**$4,197,533.34**
Reserve Fund Credit	0.00
Unfunded Costs	(9,685.68)
Total Net Estimated Cost	**$4,187,847.66**
FUND BALANCE	
Estimated Balance at June 30, 2021	$0.00
FY2021/2022 Collection (Contribution)	0.00
Estimated Balance at June 30, 2022	0.00
DISTRICT STATISTICS	
Total Parcels	20,380
Total Parcels Levied	19,487
Total Front Footage Levied	1,121,496.88
Balance to Levy	**$4,187,847.66**

CITY OF COMPTON
LANDSCAPE AND LIGHTING DISTRICT NO. 1
FISCAL YEAR 2021/2022
TABLE II – ASSESSMENT RATE PER FRONT FOOT

ZONE	ZONE DESCRIPTION	LIGHTING ASSESSMENT ($)	LANDSCAPE ASSESSMENT ($)	SIGNALS ASSESSMENT ($)	TOTAL ASSESSMENT ($)
1	Residential	0.935	1.886	0.244	3.065
2	Commercial	2.742	5.530	0.717	8.989
3	Heavy Mfg.	1.824	3.680	0.476	5.980
4	Limited Mtg.	1.018	2.054	0.266	3.338
5	Gateway Town Center	8.686	17.516	0.000	26.202
6	Churches	0.104	0.211	0.027	0.342
7	Exempt	0.000	0.000	0.000	0.000

CITY OF COMPTON
LANDSCAPE AND LIGHTING DISTRICT NO. 1
FISCAL YEAR 2021/2022
TABLE III – SUMMARY OF ASSESSMENTS

ZONE	NUMBER OF PARCELS	FRONT FOOTAGE	LIGHTING ASSESSMENT ($)	LANDSCAPE ASSESSMENT ($)	SIGNALS ASSESSMENT ($)	TOTAL ASSESSMENT ($)
1	17,864	909,371.10	850,261.98	1,715,073.89	221,913.75	2,787,249.62
2	1,005	92,626.74	253,982.52	512,225.87	66,414.39	832,622.78
3	261	71,872.01	131,094.55	264,489.00	34,211.05	429,794.59
4	281	38,264.22	38,952.98	78,594.71	10,177.95	127,725.63
5	1	280.47	2,436.16	4,912.71	-	7,348.87
6	75	9,082.34	944.56	1,916.37	245.23	3,106.17
7	893	-	-	-	-	-
TOTAL	**20,380**	**1,121,496.88**	**1,277,672.75**	**2,577,212.55**	**332,962.36**	**4,187,847.66**

EXHIBIT A – CITY OF COMPTON'S DIAGRAM

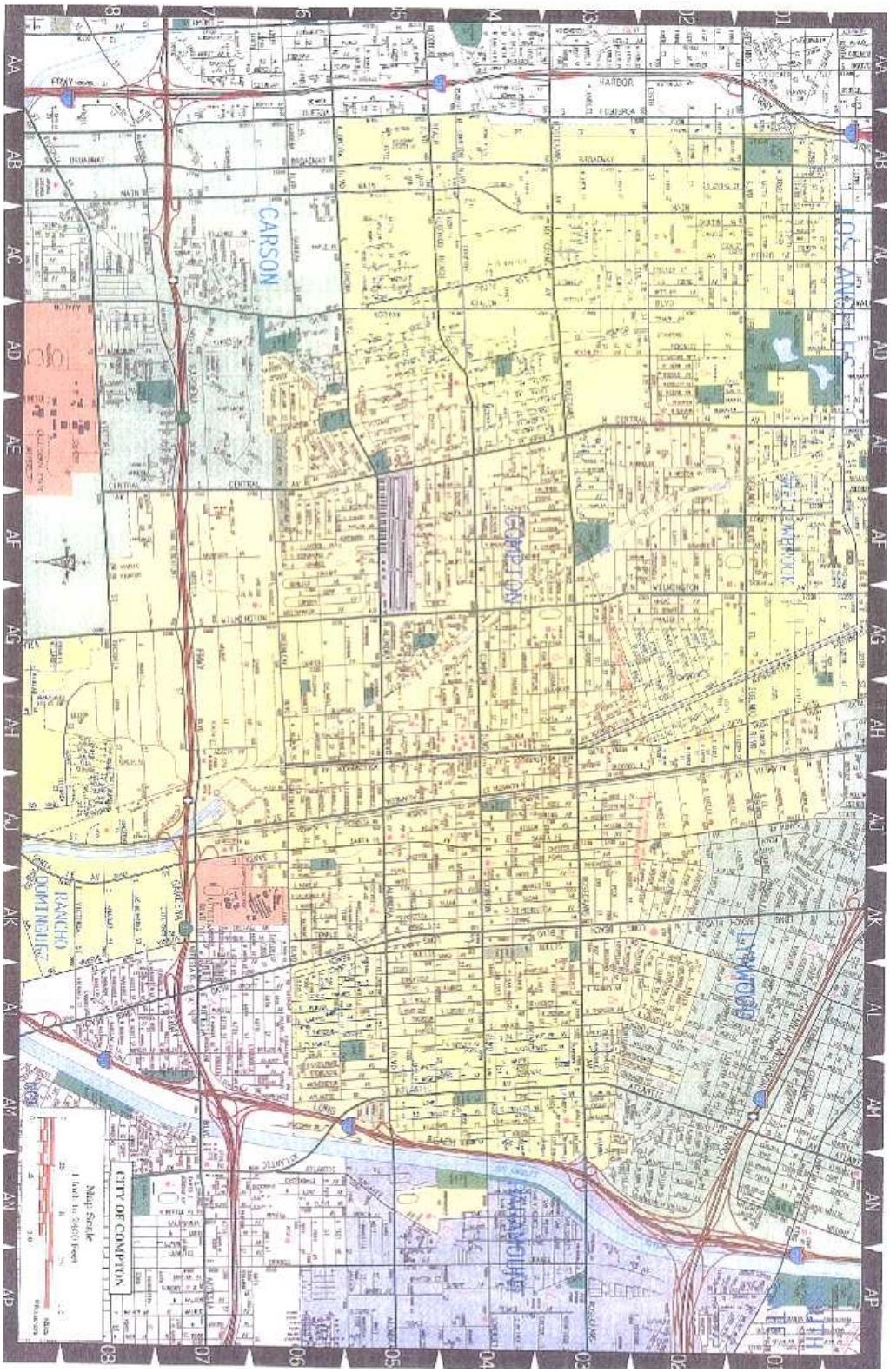

EXHIBIT B – ASSESSMENT ROLLS

The proposed assessment amounts for fiscal year 2021/2022 for the Landscape and Lighting District are sent under separate cover and hereby referenced to in this report. Parcel identification, for each lot or parcel within the District shall be the Assessor Parcel Numbers as shown on the Los Angeles County Assessor's map for the year in which this Report is prepared.

The listing of parcels and the amount of assessment to be levied shall be submitted to the County Auditor/Controller and included on the property tax roll for each parcel in fiscal year 2021/2022.

If any parcel submitted for assessment is identified by the County Auditor/Controller to be an invalid parcel number or the parcel Land Use changes for the current fiscal year, a corrected parcel number and/or new parcel numbers will be identified and resubmitted to the County Auditor/Controller. The assessment/Charge amount to be levied and collected for the resubmitted parcel or parcels shall be based on the method of apportionment and assessment/Charge rates approved in this Report. Therefore, if a single parcel has changed to multiple parcels, the assessment amount applied to each of the new parcels shall be recalculated and applied according to the approved method of apportionment and assessment rate rather than a proportionate share of the original assessment. Similarly, if a parcel Land Use changes, the assessment/charge amount applied shall be recalculated and applied according to the approved method of apportionment and assessment rates.

July 13, 2021

TO: HONORABLE MAYOR AND CITY COUNCIL MEMBERS

FROM: CITY MANAGER

SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON ORDERING THE LEVY AND COLLECTION OF ASSESSMENTS WITHIN THE LIGHTING AND LANDSCAPE DISTRICT NO. 1 FISCAL YEAR 2021/2022

SUMMARY

Staff recommends the City Council approval of this resolution Ordering of the Levy and Collection of Assessments Charges on the Lighting and Landscape District No.1 for Fiscal Year 2021/2022.

BACKGROUND

At the City Council meeting held on June 2, 2021, the City Council adopted resolutions Initiating Proceedings, Accepting the Preliminary Engineering Report, Declaring its Intent to Levy and Collect Assessments and Charges, and appoint a time and place for hearing protests for the Lighting and Landscape District No. 1 for Fiscal Year 2021/2022.

The time for the hearing of protests was set for June 2, 2021 at 5:45 P.M. via zoom.

STATEMENT OF THE ISSUE

These funds are required to operate the street lighting and landscaping in the City of Compton for fiscal year 2021/2022. The City Council held the public hearing on June 2, 2021, received public comments and made any revisions deemed essential.

FISCAL IMPACT

There is no impact to the General Fund.

RECOMMENDATION

Staff recommends approval of the attached resolution.

CRAIG J. CORNWELL
CITY MANAGER

RESOLUTION NO._____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON ORDERING THE LEVY AND COLLECTION OF ASSESSMENTS WITHIN THE LIGHTING AND LANDSCAPE DISTRICT NO. 1 FOR FISCAL YEAR 2021-2022

WHEREAS, the City Council of the City of Compton has by previous resolution initiated proceedings and declared its intention to levy and collect assessments against lots and parcels of land within the Landscape and Lighting District No.1 (hereinafter referred to as the "District") for fiscal year 2021-2022, pursuant to the provisions of the Landscaping and Lighting Act of 1972. Part 2 of Division 15 of the California Streets and Highways Code, commencing with Section 22500 (hereinafter referred to as the "Act"); and

WHEREAS, the designated Assessment Engineer, Willdan Financial Services has prepared and filed with the City Clerk of the City of Compton and the City Clerk has presented to the City Council the Engineer's Report (hereinafter referred to as the "Report") in connection with the proposed levy and collection of special benefit assessments upon eligible parcels of land within the District, and the City Council did by previous Resolution approve such Report; and

WHEREAS, the City Council desires to levy and collect assessments against parcels of land within the District for the fiscal year commencing July 1, 2021 and ending June 30, 2022, to pay the costs and expenses of operating, maintaining and servicing landscaping, lighting and appurtenant facilities located within the District.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON DOES HEREBY RESOLVE AND ORDER AS FOLLOWS:

SECTION 1. The above recitals are true and correct.

SECTION 2. Following notice duly given, the City Council has held a full and fair Public Hearing regarding its Resolution approving or amending the Report prepared in connection herewith; the levy and collection of assessments, and considered all oral and written statements, protests and communications made or filed by interested persons.

SECTION 3. Based upon its review (and amendments, as applicable) of the Report, a copy of which has been presented to the City Council and which has been filed with the City Clerk, the City Council hereby finds and determines that:

a) The land within the District will receive special benefit by the operation, maintenance and servicing of landscaping, lighting and appurtenant facilities within the boundaries of the District.

b) The District includes all of the land receiving such benefit.

c) The net amount to be assessed upon the lands within the District has been apportioned by a formula and method, which fairly distributes the net amount among the eligible parcels in proportion to the special benefit to be received by each parcel from the improvements and services for the fiscal year commencing July1, 2021 and ending June 30, 2022.

d) The proposed special benefit assessment calculated and apportioned for fiscal year 2021-2022 are consistent with the previously adopted Rate and Method and constitute a continuation of existing assessments. That the assessments are imposed exclusively to finance the maintenance, operation and servicing expenses for streets.

SECTION 4. The City Council hereby orders the proposed improvements to be made, which improvements are briefly described as the maintenance, operation, administration and servicing of the improvements including streetlights, traffic signals, landscaping including turf, ground cover, shrubs and trees, irrigation systems, drainage systems, and all appurtenant facilities related thereto or that may be authorized pursuant to the provisions of the Act.

SECTION 5. The County Auditor of Los Angeles County shall enter on the County Assessment Roll opposite each parcel of land the amount of levy, and such levies shall be collected at the same time and in the same manner as the County taxes are collected. After collection by the County, the net amount of the levy shall be paid to the City Treasurer and placed in a fund for the District.

SECTION 6. The City Treasurer shall deposit all money representing assessments collected by the County for the District to the credit of a fund for the City of Compton Lighting and Landscape District No.1, and such money shall be expended only for the maintenance, operation and servicing of the improvements as described in the Report.

SECTION 7. The adoption of this Resolution constitutes the District annual levy for the fiscal year commencing July 1, 2021 and ending June 30, 2022.

SECTION 8. The Assessment Engineer selected by the City Council is hereby authorized and directed to file a copy of this Resolution and the assessments with the County Auditor of the County of Los Angeles in August 2021.

SECTION 9. Copies of this resolution shall be filed in the offices of the City Manager, City Controller, and Public Works Engineering Departments.

SECTION 10. The Mayor shall sign and the City Clerk shall attest to the adoption of this resolution.

ADOPTED this _____ day of _____, 2021.

_____
MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF COMPTON

I, Alita Godwin, City Clerk of the City of Compton, hereby certify that the foregoing resolution was adopted by the City Council of the City of Compton, signed by the Mayor, and attested by the City Clerk at a regular meeting thereof held on the ____ day of _____, 2021.

That said resolution was adopted by the following vote, to wit:

AYES: COUNCIL MEMBERS-
NOES: COUNCIL MEMBERS-
ABSTAIN: COUNCIL MEMBERS-
ABSENT: COUNCIL MEMBERS-

_____
CITY CLERK OF THE CITY OF COMPTON

July 13, 2021

TO: **MAYOR AND CITY COUNCIL MEMBERS**

FROM: **CITY CLERK**

SUBJECT: **DESIGNATION OF VOTING DELEGATES AND ALTERNATES – LEAUGE OF CALIFORNIA CITIES ANNUAL CONFERENCE AND EXPO – SEPTEMBER 22-24, 2021**

The League's 2021 Annual Conference and Expo is scheduled for September 22-24, 2021. An important part of the Annual Conference is the Annual Business Meeting (during General Assembly) on Friday, September 24th. At this meeting, the League membership considers and acts on resolutions that establish Cal Cities policy.

In order to vote at the Annual Business Meeting, the City Council must designate a voting delegate. The City may also appoint up to two alternate voting delegates, one of whom may vote in the event that the designated voting delegate is unable to serve in that capacity.

The Conference will be held at the Sacramento Convention Center, Sacramento, California.

It is recommended that the appointment of a voting delegate and two (2) alternates be appointed.

Alita Godwin, MMC
City Clerk

July 13, 2021

TO: **MAYOR AND CITY COUNCIL**

FROM: **CITY CLERK**

SUBJECT: **APPOINTMENTS TO MULTI-JURISDICTIONAL ASSOCIATION AND COMMITTEES FOR CITY OF COMPTON REPRESENTATION**

The following is a list of associations and committees that this Honorable Body represents. It is requested that your Honorable Body make any necessary appointments to the various associations and committees.

COMPTON CREEK MOSQUITO ABATEMENT DISTRICT (BOARD OF TRUSTEES)

Representative – **Vacant**

GATEWAY CITIES COUNCIL OF GOVERNMENTS

710 Freeway
Representative – Isaac Galvan — Alternate: **Vacant**

91/605 Freeway
Representative – **Vacant** — Alternate: Michelle Chambers

INDEPENDENT CITIES ASSOCIATION OF LOS ANGELES COUNTY (Non-Voting)

Representative –**Vacant** — Alternate: Michelle Chambers

INDEPENDENT CITIES LEASE FINANCE AUTHORITY

Representative – Michelle Chambers — Alternate: **Vacant**

JOINT POWERS AUTHORITY

Representative – **Vacant** — Alternate: **Vacant**

LEAGUE OF CALIFORNIA CITIES

Representative – Isaac Galvan — Alternate: **Vacant**
Alternate: **Vacant**

METROPOLITAN WATER DISTRICT

Representative – **Vacant**

SO. CA. AIR QUALITY MANAGEMENT DISTRICT

Representative – Michelle Chambers Alternate: **Vacant**

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Representative – Michelle Chambers Alternate: **Vacant**

ALITA L. GODWIN, MMC
CITY CLERK

July 13, 2021

TO: HONORABLE MAYOR AND CITY COUNCIL MEMBERS

FROM: CITY ATTORNEY

SUBJECT: AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING COMPTON MUNICIPAL CODE SECTION 12-8 (PARKING METERS) IN ITS ENTIRETY

SUMMARY

The City Manager has requested that an ordinance be brought before the City Council for consideration that would update the Compton Municipal Code ("Municipal Code") as it relates to parking meter operations in the City. Adoption of the attached proposed ordinance will amend Section 12-8 ("Parking Meters") of the Municipal Code.

BACKGROUND

California Vehicle Code Section 22508 authorizes cities to establish parking meter zones and to set the meter rates for such meter zones. Parking meters serve two essential purposes in that they reduce the impact of auto traffic and also bring in revenue for the City. Parking meters are used to control valuable space on public streets and optimize the turnover of spaces on busy streets during peak hours. Revenues from parking meters may be used not only in defraying the expenses of installation, operation, and control of such parking spaces and parking meters, but also those incurred in the control of traffic and enforcement of traffic regulations.[1]

STATEMENT OF THE ISSUE

The City adopted Ordinance No. 1,910 on December 7, 1993, establishing parking meters and parking meter zones within the City. The existing provisions in the Municipal Code which regulate parking meters are outdated and include parking meter rates that have not kept pace with inflation. The equipment and methods of enforcement used in 1993 are now obsolete as parking meters have evolved from coin mechanical devices to parking meters that utilize smart technology and accept multiple forms of payment (debit card, credit card) in addition to coins.

Many cities now manage parking meters through a variety of methods, including real time occupancy sensors that identify and alert enforcement staff when a vehicle has parked beyond the maximum time permitted. Several cities also offer drivers the option to pay for parking at a parking meter using a credit card or their cell phone. In light of the COVID-19 pandemic, many City leaders encourage their residents to use the contactless option feature to avoid touching the public meters.

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[1] DeAryan v. City of San Diego, 75 Cal. App. 2d 292, 293 (Cal. Ct. App. 1946)

Currently, there are no operating parking meters in the City. In order to be up-to-date with the modern developments in parking meter technology and equipment, however, the City must amend Section 12-8 of the Municipal Code. The attached proposed ordinance will have the following options available when plans to install new parking meters are proposed and ultimately approved by City Council:

- Parking meters capable of accepting multiple forms of payment (coins, debit/credit cards, mobile payments, etc.)
- Single-space parking meters
- Multi-space parking pay stations (i.e. Pay and Display Receipt).

The proposed ordinance establishes various blocks of Willowbrook Avenue, Myrrh Street, Acacia Avenue and Compton Boulevard as a parking meter zone with 55-60 parking meter spaces in the Civic Center area. If adopted, this will ensure parking availability for visitors in an area of the City that suffers from high parking occupancy and will generate revenue to recover operational costs.

FISCAL IMPACT

Installation of Parking Meters:

There is no fiscal impact at this time as the amendments to Section 12-8 are being proposed in advance of any definitive plans to install parking meters in the Civic Center area. If the proposed ordinance is adopted, staff will seek requests for proposals to purchase (or finance) parking meter equipment and will bring forward an item for its consideration in a subsequent City Council meeting.

Parking Meter Violations:

As authorized by California Vehicle Code Section 40203.5, staff will bring forward in a subsequent City Council meeting, an ordinance updating the schedule of fines for parking meter violations including establishing a fine and late penalty for the violation of Compton Municipal Code Section 12-8.9 (Unlawful Parking).

Parking Meter Rates:

The current parking meter rates are $.05 for six (6) minutes; $.25 for thirty (30) minutes; $.50 for (60) minutes. Staff proposes an increase to $.50 for thirty minute increments (up to the maximum time limit allowed for the parking meter zone). If the City is charged a convenience fee for accepting parking meter payments made via credit card, debit card, mobile payment or any other electronic commerce technology, the City proposes to collect or authorize the third party providing such electronic payment service to collect the convenience fee from the person making the electronic payment. In addition to the convenience fee, it is proposed that there be a one dollar ($1.00) minimum for electronic payments made for use of a parking meter space.

The City proposes to increase parking meter fees to offset the estimated costs of the purchase and installation of single and/or multi space parking meters for 55-60 parking spaces in the Civic Center area of the City. After these costs are recovered, the City's plan is to use the revenue generated from the parking meters for ongoing expenses such as repairs, maintenance (i.e. battery and equipment replacement), wireless communication costs and any other costs related to the operation of parking meters. The proposed meter rates will be comparable to the parking meter rates of nearby cities as noted below:

PARKING METER RATES COMPARISON							
	Compton Current Parking Meter Rates	**Compton Proposed Parking Meter Rate**	**Inglewood (varies by zone)**	**Huntington Park**	**Long Beach (varies by zone)**	**Artesia (varies by zone)**	**Los Angeles City**
(30 min)	$.25	$.50	$.50 - $1.00				
(60 Min)	$.50			$1.00	$1.00 - $2.00	$1.00 - $1.50	up to $6.00 Demand Based Pricing[2]

RECOMMENDATION

Staff recommends that the City Council adopt the attached proposed ordinance amending Compton Municipal Code Section 12-8.

DAMON BROWN
CITY ATTORNEY

APPROVED FOR FORWARDING:

CRAIG J. CORNWELL
CITY MANAGER

[2] Demand-based pricing is a concept used to better match the availability of parking spaces to the demand for those spaces. When demand for parking is low, rates are low. When demand is high, rates increase. https://www.laexpresspark.org/about-la-expresspark/

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING COMPTON MUNICIPAL CODE SECTION 12-8 (PARKING METERS) IN ITS ENTIRETY

WHEREAS, California Vehicle Code Section 22508 authorizes cities to establish parking meter zones and to set the meter rates for such meter zones; and

WHEREAS, parking meters reduce the impact of auto traffic by controlling valuable space on public streets and optimizing the turnover of spaces on busy streets during peak hours; and

WHEREAS, revenues from parking meters may be used in defraying the expenses of installation, operation, and control of such parking spaces and also those expenses incurred in the control of traffic and enforcement of traffic regulations; and

WHEREAS, the City adopted Ordinance No. 1,910 (codified at Section 12-8 of the Compton Municipal Code) on December 7, 1993, establishing parking meters and parking meter zones within the City; and

WHEREAS, the existing provisions of Section 12-8 in the Compton Municipal Code which regulate parking meters are outdated and include equipment and methods of enforcement that are now obsolete; and

WHEREAS, in order to stay current with the modern developments in parking meter technology and equipment, amendments to the Municipal Code are necessary.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. That Section 12-8 (Parking Meters) of the Compton Municipal Code is hereby amended in its entirety to read as follows:

12-8. PARKING METERS.

12-8.1. DEFINITIONS.

"Holiday" shall mean the following days:

(a) Dr. Martin Luther King, Jr.'s Birthday;
(b) President's Day;
(c) Cesar Chavez's Birthday;
(d) Cinco de Mayo;
(e) Memorial Day;
(f) Independence Day;
(g) Labor Day;
(h) Veteran's Day;
(i) Thanksgiving Day;
(j) Christmas Day;
(k) New Year's Day;
(j) Any additional days adopted by the City Council as a City holiday.

"Multi-space parking meter" shall mean a device which records paid parking time, or accepts payment and dispenses a Proof of Payment Ticket for more than one (1) parking space. If not located immediately adjacent to the parking space it regulates, a multi-space parking meter will be marked or labeled to identify the spaces it regulates. Multi-space parking meter is also known as a pay station or pay and display machine.

"Parking meter zones" shall mean those streets, portions of streets or public parking facility established by Ordinance as zones within which the parking of vehicles may be regulated, controlled and inspected with the aid of parking meters.

"Parking meter" shall mean any device which, upon the deposit of payment, registers the time that a vehicle is parked in a parking meter space, or which generates proof of payment for parking in a parking meter space for a specified time period (i.e. minutes). Parking meters may include single-space meters, multi-space meters, payment centers and any other mechanical or electric device which regulates a parking meter space.

"Parking meter space" shall mean a parking space within a parking meter zone or public parking facility.

"Payment" shall mean any lawful form of payment, including but not limited to U.S. currency, credit card, debit card, mobile payment, electronic payment or any other lawful payment accepted by the City for parking in a parking meter space.

"Proof of Payment Ticket" shall mean a paper slip or ticket dispensed from a multi-space parking meter for the sole purpose of being displayed as proof of payment for the occupancy of a metered parking space. For the purposes of this Section, "Proof of Payment Ticket" does not include a credit card receipt or debit card receipt.

"*Public parking facility"* shall mean any parking lot, garage or structure owned, leased or operated by the City.

"Single-space parking meter" shall mean a device located adjacent to a metered parking space, which device records paid parking time or accepts payment for parking time for one (1) parking space.

12-8.2. PARKING METER ZONES ESTABLISHED.

The City Council shall establish parking meter zones on any street, portion of street or public parking facility that is owned, leased or controlled by the City, as traffic and parking conditions require. Establishment of a parking meter zone shall be based upon safety, parking demand, relevant traffic engineering principles, traffic investigation and surveys made from time to time by the City Manager or his/her designee. The following on-street parking meter zones are hereby established:

a. Civic Center parking meter zone described as follows:

(1) 100 through 200 blocks of West Myrrh Street (north and south sides of street);
(2) 100 and 200 blocks of West Compton Boulevard (south side of street);
(3) 100 through 400 blocks of South Willowbrook Avenue (west side of street);
(4) 100 through 400 blocks of South Acacia Avenue (east and west side of street).

12-8.3. INSTALLATION OF PARKING METERS AND PARKING METER SPACES.

Upon installation of a parking meter zone by this Section, the City Manager or his/her designee is authorized to install and maintain parking meters and to mark parking meter spaces in established parking meter zones to indicate where authorized parking is permitted.

Parking meters and parking meter spaces shall be installed as follows:

a. Each parking meter space shall be of sufficient size to permit the parking or standing of one (1) vehicle.

b. Upon installation of a parking meter, the City Manager or his/her designee shall post signs, or place lines or marks on the curb, street or other area about or alongside of each parking meter to designate the parking space for which the meter is to be used. Said signs, lines or markings shall be painted or placed as to permit parking in the manner provided by the California Vehicle Code.

Nothing in this section is intended to limit the authority of the City Manager or his/her designee to establish green restricted parking zones or yellow loading zones.

12-8.4. PARKING METER RATES.

All parking meter rates heretofore established shall be and remain in effect, unless otherwise set or adjusted by the City Council. Under the authority of California Vehicle Code Section 22508, the City establishes a range of hourly parking meter rates of **Fifty cents ($.50) per thirty minute increment**.

If the City is charged a convenience fee for accepting parking meter payments made via credit card, debit card, mobile payment or any other electronic commerce technology ("electronic payment"), the City may collect or authorize the third party providing such electronic payment service to collect the convenience fee from the person making the electronic payment. In addition to the convenience fee, there shall be a one dollar ($1.00) minimum for electronic payments for a parking meter space. The convenience fee, if any shall be clearly and prominently disclosed to the person before making the electronic payment.

12-8.5. OPERATION OF PARKING METERS.

Parking meters shall operate as follows:

a. Measure, in minutes, the period of time during which the vehicle may park in a parking meter space without violating the provisions of this Section or any other State or local laws regulating parking upon the street or other area on which the parking meter is established. Such a parking meter shall be constructed so that it will, upon the expiration of the period of time, commencing with the deposit and acceptance of payment, and ending with the expiration of the period of time that the parking or standing of a vehicle in the space is permitted, display a flag sign, alphanumeric display or other signal which will indicate that the permitted time for the parking of the vehicle has expired.

b. A Proof of Payment Ticket will be dispensed, typically from a multi-space parking meter as proof of payment for the occupancy of a parking space meter space. For purposes of this Section, Proof of Payment Ticket does not include a debit or credit card receipt.

12-8.6. HOURS OF OPERATION.

Parking meters shall be operated in parking meter zones every day between the hours of 7:00 a.m. and 6:00 p.m., except Saturdays, Sundays and City holidays.

12-8.7. PAYMENT.

No person shall park, stand or stop any vehicle in any parking meter space, during a period for which a parking time limit is applicable without making payment for the use of such space as posted. If not located immediately adjacent to the parking space it

regulates, the parking meter space will be marked or labeled to identify the space for which it accepts payment.

12-8.8. EVIDENCE OF PAYMENT.

For purposes of this Section, payment shall be evidenced in either of the following ways:

a. The parking meter which regulates the parking meter space displays one or more minutes of paid time; or

b. A Proof of Payment Ticket attached to the inside of the front side window of the vehicle on the side closest to the adjacent driving lane. For motorcycles, as attached to the headlight and readily visible from the adjacent driving lane; or

c. Payments for parking meter spaces via an authorized mobile application will also be considered as satisfying the payment requirements of this Section.

12-8.9. UNLAWFUL PARKING.

It is unlawful for any person, as owner, operator or driver, to cause or permit any vehicle to be parked as follows:

a. No person shall park a vehicle in any parking space without making a payment for parking, except during such time immediately after the original occupancy as is necessary as to deposit payment into a parking meter and if purchasing a Proof of Payment Ticket at a multi-space parking meter, to return to the vehicle to display such ticket.

b. No person shall remain parked in any parking space beyond the maximum time limit posted or displayed on a parking meter for the parking meter space.

c. No person shall allow their vehicle to remain parked in a parking meter space when the parking meter or other forms of payment indicate that the time parking time has expired.

d. No person shall cause their vehicle to straddle any such marking or cause such vehicle to occupy more than one parking stall.

e. No person shall deposit any defaced or bent coin, slug, device, material or instrument as a substitute for lawful payment for parking in a parking meter space.

f. Except for an agent or employee of the City acting in the course of his or her agency or employment, no person shall deface, injure, tamper with, open, willfully break, destroy or impair the usefulness of any parking meter.

12-8.10. EXEMPTION FOR DISABLED PERSONS AND VETERANS.

Under the authority of California Vehicle Code Section 22511.5, a disabled person or veteran is exempt from the application of Section 12-8.4 and 12-8.6; provided that the person’s vehicle displays a valid special license or a special placard issued under California Vehicle Code 5007, 22511.55 or 22511.59.

12-8.11. INOPERABLE PARKING METER.

Where parking meters are installed in the City, if the parking meter is inoperable, the time limits posted on the parking meter shall be enforced during the hours of operation of parking meters.

12-8.12. EVIDENCE OF VIOLATION.

The parking, stopping or standing of any vehicle in a parking meter space at which the parking meter displays a flag, signal or sign indicating that the permitted or paid time has expired, or the Proof of Payment Ticket is properly displayed and indicates that the paid time has expired, or the parking enforcement software utilized by enforcement officers indicates the paid time for the vehicle has expired, or the Proof of Payment Ticket has not been properly displayed, or the mobile application payment has been determined to have expired shall constitute a prima facie presumption that the vehicle has been parked in violation of this Section.

12-8.13. ENFORCEMENT AND PENALTIES.

Any person violating any provision of this Section shall be punishable by a fine established by resolution or ordinance of the City Council. Any vehicle found in violation of this Section may be cited or removed, or both cited and removed, by any City employee or official authorized to enforce the Municipal Code, in the manner and subject to the requirements of this Section and California Vehicle Code Section 22651 and 22852.

12-8.14. PAYMENT COLLECTION.

All payments made to or deposited in any parking meter shall be collected regularly by a person designated by the City Manager or by one or more contractors selected and approved by the City in a manner consistent with applicable ordinances and regulations.

12-8.15. PURPOSE OF COMPENSATION.

The payment required to be made by depositing payment into a parking meter as provided in this Section are declared to be necessary to compensate the City for the expense incurred in furnishing facilities, equipment, supervision and regulation required by such parking and is found to be a reasonable fee for the privilege, voluntarily exercised by owners, operators, managers or drivers of vehicles, of parking the vehicles within the parking spaces, in conformity with the provisions of this Section.

SECTION 2. That if any provision of this Ordinance is determined by any court of competent jurisdiction to be unconstitutional or otherwise invalid, such invalidity shall not affect the remaining provision of this Ordinance which can be implemented without the invalid provisions, and, to this end, the provisions of this Ordinance are declared to be severable.

SECTION 3. That a copy of this Ordinance shall be filed in the offices of the City Clerk, City Manager, Community Improvement Department, City Attorney and the Los Angeles County Sheriff's Department, Compton Station.

SECTION 4. That this Ordinance and the rules, regulations, provisions, requirements, orders and matters established and adopted hereby shall take effect and be in full force and effect thirty (30) days after the date of its final passage and adoption by the City Council.

SECTION 5. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Ordinance and shall cause the same to be published as required by law.

ADOPTED this _____ day of _____, 2021.

_____
MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF COMPTON)

I, Alita Godwin, City Clerk of the City of Compton, do hereby certify that the foregoing Ordinance was adopted by the City Council of the City of Compton, signed by the Mayor and attested by the City Clerk at a regular meeting thereof held on the _____ day of _____, 2021.

That said Ordinance was adopted by the following vote, to wit:

AYES: COUNCILMEMBERS-
NOES: COUNCILMEMBERS-
ABSENT: COUNCILMEMBERS-
ABSTAIN: COUNCILMEMBERS-

_____
CITY CLERK OF THE CITY OF COMPTON

July 13, 2021

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: COMMUNITY DEVELOPMENT DEPARTMENT

SUBJECT: AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING CHANGE OF ZONE CASE NO. 2020-002, A REQUEST TO CHANGE THE ZONING CLASSIFICATION OF 1950 NORTH CENTRAL AVENUE FROM LOW DENSITY RESIDENTIAL TO SPECIFIC PLAN AND TO ADOPT THE 134TH STREET AND CENTRAL SPECIFIC PLAN

SUMMARY

Adoption of the attached ordinance will change the zoning of 1950 North Central Avenue from Low Density Residential ("LDR") to Specific Plan ("SP") and adopt the 134th and Central Specific Plan.

BACKGROUND

The Olson Company is proposing a zone change and Specific Plan to develop a gated community consisting of 29 detached townhouse style condominiums on a three-acre site located at the northeast corner of 134th Street and North Central Avenue.

City Council approval of General Plan and Zoning Code Amendments permit the submission, review and approval of a Specific Plan subject to an applicant first amending General Plan Land Use Designation and site zoning to SP. The applicant, Olson Company has previously submitted and received approval of a General Plan Amendment to change the existing Land Use Designation from LDR to SP in May of this year and now is requesting approval of a zone change to SP and adoption of the 134th and Central Specific Plan.

The site, which is currently owned by the Housing Successor Agency, used to be a 40,000 square foot commercial bowling alley built in 1962 that ceased operation in 1970. The building was reopened in 1984 as a skating rink, but closed down in 1988. The site has been vacant since 1988.

STATEMENT OF ISSUE

Change of Zone

The applicant is proposing a zone change from the current zoning classification of LDR, which allows lots with a minimum lot size of 5,000 square feet and one unit per lot, to

the proposed SP zone, which permits more flexible development regulations and a higher density. The proposed zone change to SP is appropriate for the site and the surrounding area. The surrounding area is traditional single family detached residential with a density of eight units per acre. The proposed SP is proposing a density of 9.xx single-family detached units per acre. Both the land use and density proposed are compatible with the existing land uses in the area. Staff has no concerns regarding the land use or proposed density of the change of zoning to SP.

Specific Plan Proposal

The proposed Project is a gated 29-unit townhouse style condominium development on a vacant three-acre site formerly used as a bowling alley and skating rink. The development will be fully enclosed with seven-foot high decorative masonry walls with columns with capstones and decorative metal gates. The vehicle ingress/egress to the development is from 134th Avenue with secondary/emergency access from Central Avenue. The main access entry area will allow the stacking of two vehicles behind the call box without encroaching into the street.

The main entry area has also been designed with decorative pavers and room to accommodate a turn-around for vehicles that are not granted entrance into the development. The secondary emergency access will always remain closed unless needed by the Fire Department. The driving surface will be paved with a turf block/grasscrete, which will allow for landscaping to grow and create the appearance of a grassy area, but provide a hard all weather driving surface for the Fire Department.

Abutting the main access area is the primary common open space area for the Project. This common open space area is approximately 2,900 square feet and contains a grass area with sidewalk around the perimeter. The amenities include the Project mailboxes, shade structure, tables and benches, as well as smaller tables and chairs.

No separate designated guest parking area is proposed for this Project. Instead, the Project is proposing to use the 18-foot deep driveways in front of each unit as guest parking. Guest parking is subject to City Council approval as permitted in the Specific Plan ordinance. Staff, however, has expressed concerns to the developer regarding the lack of a separate guest parking area within the Project.

The interior circulation within the Project consists of a single 26-foot wide main private street with seven 20-foot wide connecting driveways. Each driveway is approximately 80 feet deep and will service four (4) condominium homes.

All 29 units have a townhome style design in that all the units are detached, freestanding and have five foot high interior privacy fencing between the units providing a small private yard for each unit. The homes will contain a mix of two similar models using a Spanish Colonial and Santa Barbara architectural style in two different elevations per model. Both models and each variation will use the same building

materials but different color palettes. All of the proposed units will have three (3) bedrooms and two and one-half (2.5) baths with an option for a fourth bedroom. All units have an attached 2-car garage. Each unit will include landscaping, patio and porch space, some units have a covered 2-story balcony.

The exterior materials will consist of concrete roof tiles, stucco, decorative wood, decorative window and door trim, etc. All units located along the streets and along the interior private main road have 'enhanced' building elevations consisting of wood window framing to provide additional street view visual interest.

Staff performed a thorough review of the Project, including recommendations for separate designated guest parking area, additional amenities in the common open space as well as relocating the open space area in the center of the Project and proposing a third model with brick or ledger stone wainscoting. Unfortunately, due to several site constraints, off-site public improvements (required by the City) and financial feasibility issues, the applicant is only able to potentially provide BBQ grill/table into the Project.

The table below provides information on the unit types, numbers, size and private space.

Unit Type	No. of Units/Type	Habitable (sq. ft.)/Type	No. Bedrooms/Baths	Parking/Unit	Fenced Private Yard (sq. ft.)
Plan 1 Spanish Colonial	14	1,680 sq. ft.	3/2.5	Attached 2-Car Garage	390
Plan 2 Santa Barbara	15	1,797 sq. ft.	3/2.5	Attached 2-Car Garage	504

The Project will be the first Specific Plan in the City of Compton. However, as proposed, the Project does not fully comply with all of the proposed Specific Plan Development Standards related to open space amenities; however, the City Manager's Office is recommending a "One-Time" exemption to these two provisions within the draft Specific Plan based on the financial feasibility, site constraints, and off-site public improvements (required by the City). The Specific Plan Ordinance grants flexibility for determining the setbacks, parking, wall/fence heights, landscaping, open space, private open space, and private storage areas shall be established via conditions of approval as permitted by the Planned Development Zone.

TYPE OF DEVELOPMENT STANDARD	ZONING CODE REQUIREMENT	PROVIDED	MEET ZONING CODE REQUIREMENT?
Density	175 units/acre max.	9.58 units/acre max.	Yes
Maximum Building Height	35 ft.		Yes (23'-6")
Building Setbacks* • 134th Street (front). • Central Ave. (side)	To be establish by adopted Specific Plan	• 0 from the 134th Street property line • 0 from Central Ave property line	Yes
Open Space	10% min.	40%	Yes
Private Open Space	50 sq. ft.	Between 390-504 sq. ft.	Yes
Private Storage Area	200 cubic feet min.	Option upgrade	Yes
Amenities	Meeting Room plus two additional amenities • BBQ & tables • Tot Lot, or • Pool/Jacuzzi	Shade Structure, Tables and chairs	No
Parking	2-Car garage per unit plus 7 guest parking stalls	Attached 2-Car garage per unit plus guest parking in driveways.	Yes
Building Setbacks	Custom	Front 12 feet Rear 10 feet Side 3.5 feet	Yes

Traffic Impact Study

A Traffic Impact Analysis/Study was also prepared for the proposed development by RK Engineering Group. The report evaluated the potential traffic impacts created by the proposed development. According to the report it is estimated that the proposed Project when completed and occupied will generate an increase of up to 274 daily vehicle trips with 21 trips during the "A.M." peak hour and 29 trips during the "P.M." peak hour. Two nearby intersections were studied (i.e. 134th Street and Central Avenue and 134th Street and Parmelee Avenue).

The study evaluated the potential traffic growth of the existing development in the area plus the added future traffic conditions from the Project using both Level of Service ("LOS") and Vehicle Miles Traveled ("VMT") standards and determined that no

significant traffic impacts were caused by the proposed development. However, the traffic study identified the 134th Street and Central Avenue intersection as currently operating at level of service "F" on an "A to F" scale with "LOS D" being the acceptable minimum standard. Since state law changed in 2021 requiring CEQA traffic reports to stop analyzing LOS and switch to VMT as the metric to measure a projects' potential traffic impacts, adverse LOS impacts do not have to be mitigated.

According to the State, as long as the Project shows its potential VMT being reduced, a Project, theoretically has no impacts. Although the Project is contributing to the volume of traffic using the 134th Street and Central Avenue intersection, legally and technically it does not have to mitigate any Project impacts. The applicant however, is willing to contribute a fair share amount toward the installation of a traffic signal at this intersection. This will be documented voluntary as a condition of approval. A copy of the Traffic Study can be found in the Final IS/MND as appendix 'F'.

Environmental Review:

In accordance with the California Environmental Quality Act ("CEQA"), California Public Resources Code, Division 13 §21000 et seq., an Initial Study for the Project was prepared by Parker Environmental Consultants on behalf of the City. The City of Compton, in its capacity as Lead Agency, has determined that the proposed Project requires a Mitigated Negative Declaration and mitigation-monitoring plan, as part of its environmental review.

A Mitigated Negative Declaration ("MND") is a determination that the proposed Project will not have a significant effect on the environment with the implementation of the 14 mitigation measures. The proposed General Plan Amendment was included as part of the MND review and analysis.

The initial study/MND environmental document was posted in the Los Angeles County Clerk's Office in Norwalk, posted on the Compton Community Development Department's webpage and circulated to service providers, public agencies and adjacent property owners for a twenty (20) day public review period from March 4, 2021 to March 24, 2021.

FISCAL IMPACT

There is no direct fiscal impact to the General Fund that will result from the adoption of the attached Ordinance. The proposed Change of Zone Ordinance/Specific Plan establishes the zone and development regulations pertaining to development of the subject site, 1950 North Central Avenue. Additionally, the Project will include two (2) Affordable Housing Units and increase the City's property tax base.

FINDINGS FOR APPROVAL OF CHANGE OF ZONE CASE NO. 2020-002:

a. That the proposed zone and/or land use classification is substantially in conformance with the General Plan and compatible with the existing patterns of zoning, land use and development in the surrounding area;

The Change of Zone from LDR to the SP Zone will be in conformance with the existing General Plan Land Use Designation of SP and will therefore achieve consistency between the General Plan and Zoning map. The General Plan Amendment approved by the City on May 11, 2021 allows the residential density proposed by the zone change. Further, the Project is also consistent with the General Plan in that the proposed zone of Specific Plan will be consistent with existing land use patterns of the surrounding neighborhood and the policies of the General Plan including the Housing Element and Land Use Element, including:

Land Use Goal 5. The City of Compton will work to rehabilitate and conserve the existing neighborhoods.

The Project is consistent with Land Use Goal 5 because it converts a currently vacant and previously distressed site into single-family residential use consistent with adjacent existing neighborhoods to the north, west and south.

Housing Goal 2. Provide a variety of types and an adequate supply of housing to meet the existing and future needs of City residents.

The Project is consistent with Housing Goal 2 because it provides a small condominium based single-family housing product affordable to a range of household incomes.

Housing Goal 3. Eliminate conflicts between residential and nonresidential uses.

The Project is consistent with Housing Element Goal 3 because it replaces a former commercial use with a small residential site single-family product that provides a compatible transition between the adjacent existing single-family neighborhoods to the north, west and south and the institutional and industrial type uses to the east.

Housing Goal 4. Increase opportunities for homeownership.

The Project is consistent with Housing Element Goal 4 because it provides for sale single-family housing units at attainable pricing, with two units at rates affordable to moderate income incomes.

Housing Goal 5. Promote equal opportunity for all residents to reside in the housing of their choice.

The Project is consistent with Housing Element Goal 5 because it provides for sale single-family housing units at attainable pricing, with two units at rates affordable to moderate income incomes.

Housing Goal 7. Reduce overall housing costs through programs to reduce energy costs.

The Project is consistent with Housing Element Goal 7 because it provides energy efficient housing consistent with the Green Building Code, including solar, electrical vehicle charging outlets, energy star–labeled products and appliances.

Air Quality Element Goal 3. Reduce emissions associated with vehicle miles traveled by providing a balance of jobs and housing.

The Project is consistent with Air Quality Element Goal 3 because it replaces a previous commercial use with residential, in close proximity to available bus transit.

Air Quality Element Goal 4. Reduce emissions associated with energy consumption.

The Project is consistent with Air Quality Element 4 because it provides energy efficient housing consistent with the Green Building Code, including solar, electrical vehicle charging outlets, energy star–labeled products and appliances.

Air Quality Element Goal 5. Reduce air pollution emissions and impacts through site planning and building design.

The Project is consistent with Air Quality Element 5 because it is an infill development and provides energy efficient housing consistent with the Green Building Code.

b. That the property is more suitable for the uses permitted in the proposed zone and/or land use classification than those permitted in the existing zone and/or land use classification; and

The Change of Zone from LDR to SP Zone is more suitable for the subject site than the uses currently permitted. The density of the Project is more consistent with the residential density allowed by the new land use designation because the new designation accommodates the Project's density, whereas the LDR designation does not. Further, the SP designation for the Project site, with a density of less than 10 dwelling units per acre, will be consistent with existing low density residential land use patterns of the surrounding neighborhood.

c. That the uses permitted in the proposed zone and/or land use classification will not be detrimental to the surrounding area.

Changing the land use designation of the Project site to a medium density residential under the proposed 134th & Central Specific Plan is consistent with the redevelopment of the site and surrounding and proposed mixed uses.

This transition would redevelop a vacant residentially zoned site with 29 architecturally cohesive residential single-family houses, including landscaping and amenities, which would be beneficial to the site and surrounding area. The Project site is surrounded by single family residential on the north, south and west. Immediately north and south of the site, the single-family houses are two-story. The majority of the other surrounding single-family houses are single-story. East of North Water Way, is the two-story KIPP School. The new zoning will be cohesive with, and enhance the community by providing much needed housing to the already residential community, including two affordable dwelling units. The investment in the City, with the creation of new housing, and the investment of millions of dollars in the City, along with the Project's new landscaping and setbacks, will improve the surrounding area, and not be detrimental.

Additionally, the MND has identified no significant environmental impacts after mitigation. There are no detrimental, public health or safety impacts. Therefore, the Change of Zone will be not be detrimental to the surrounding area in that it would allow for coordinated and comprehensive development of the Project Site, which will have positive environmental, economic and fiscal impacts for the community.

FINDINGS FOR APPROVAL OF 134TH AND CENTRAL SPECIFIC PLAN:

1. *The proposed Specific Plan (amendment) is consistent with the General Plan goals, policies, and implementation programs.*

The proposed Specific Plan in that the proposed Change of Zone will advance the following General Plan policies:

Land Use Element, Goal 1: *Revitalize Compton, and create a safe, attractive, desirable community, which attracts new businesses and residents of all income ranges.*
Land Use Element, Policy 1.6*: Promote quality design in new development Projects.*
Land Use Element, Policy 1.8: *Use Specific Plans and similar planning approaches as means to focus revitalization efforts on target neighborhoods.*
Housing Element, Policy 4.1: *The City of Compton will reserve the existing residential neighborhoods and provide areas to accommodate new residential development.*
Housing Element, Policy 2.3: *The City of Compton will encourage variety in the supply of housing at costs affordable to the various income levels of the population.*

2. *The land use and development regulations within the Specific Plan provide enhancements to the use and design of the subject site that would otherwise not be available through categorical Zoning.*

The current development standards within Chapter 30 of the Compton Municipal Code do not fully permit the type of proposed development proposed by the applicant. Additional flexibility above the typical Low Density to Medium Density Residential development residential standards is needed to enable the proposed single-family detached condominium development and which is provided by the proposed Specific Plan.

3. *The administration and permit processes within the Specific Plan (amendment) are consistent with the administration and permit processes of the Zoning Ordinance.*

The proposed Specific Plan has been reviewed and processed as a Change of Zone application consistent with the adopted regulations in section 30-28 governing the review and adoption of zone changes. All required permit processes and procedures have been complied with including review by the Planning Commission.

4. *The Specific Plan (amendment) will not be detrimental to the health, safety, comfort, convenience, and general welfare of the neighborhood or result in a downgrade for the community.*

The proposed Specific Plan has been reviewed by all relevant City departments and reviewed in conjunction with Mitigated Negative Declaration 948 and mitigation measure have been incorporated to reduce the level of impacts to below levels of significance.

The proposed development will consist of 29 detached single-family homes with attached two car garages on a long tern vacant blighted property. The proposed homes will be of similar size and character as the existing detached single-family homes in the surrounding neighborhood. Development of the site will be a benefit to the community.

5. *The Specific Plan (amendment) will not adversely affect such necessary community services as traffic, circulation, sewage disposal, fire protection, and water supply.*

The Specific Plan Mitigated Negative Declaration (MND) analyzed the as part of its comprehensive review of the Project the potential impacts on Utility services. The MND did not identify any adverse impacts on utility services. In addition, the Project was reviewed by the City Public Works, Water and Fire Departments and no potential adverse impacts or deficiencies were identified. Additionally, the Project will be subject to the payment of impact fees at the time of building permits.

RECOMMENDATION

Staff recommends the City Council approve the proposed Change of Zone Case No. 2020-0002 and 134th and adoption of the 134th and Central Specific Plan.

ROBERT DELGADILLO, SENIOR PLANNER
PLANNING DIVISION
COMMUNITY DEVELOPMENT DEPARTMENT

APPROVED FOR FORWARDING:

CRAIG J. CORNWELL
CITY MANAGER

Exhibits

1) Aerial Map
2) General Plan Map
3) Zoning Map
4) Specific Plan Document
5) Initial Study/Negative Declaration No. 948
6) Project Plans

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING CHANGE OF ZONE CASE NO. 2020-002, A REQUEST TO CHANGE THE ZONING CLASSIFICATION OF 1950 NORTH CENTRAL AVENUE FROM LOW DENSITY RESIDENTIAL TO SPECIFIC PLAN AND TO ADOPT THE 134TH STREET AND CENTRAL SPECIFIC PLAN

WHEREAS, the Olson Company has made application for a Change of Zone in accordance with Section 30-28 of the Compton Municipal Code to change the zoning classification from Low Density Residential ("LOW DENSITY RESIDENTIAL") to Specific Plan ("SP") and to adopt the associated 134th & Central Specific Plan for the certain real property situated in the City of Compton, legally described as follows:

APN 6145-003-902; located at 1950 N. Central Ave., Compton, California (the "Project Site"); and

WHEREAS, an application for the 134 & Central Specific Plan Project (the Project"), was filed by the Project applicant, the Olson Company, with the City of Compton on July 16, 2020, and deemed complete on February 15, 2021. The entitlement requests (collectively, "Entitlements") include:

1. General Plan Amendment Case No. GPA20-0002 to amend the General Plan Land Use designation of the Project Site to Specific Plan.

2. Zone Change Case No. ZC20-0002 to amend the zoning map in order to designate the Project Site as Specific Plan.

3. Tentative Tract Map No. 83170 to subdivide the Project Site.

4. 134th & Central Specific Plan Document for the establishment of the 134th & Central Specific Plan, consisting of 29 condominium units; and

WHEREAS, the Project Site is within the Low Density Residential ("LDR") Land Use Designation of the Zoning Ordinance, which does not permit the density of the Project; and

WHEREAS, the Specific Plan designation would accommodate the Project's density of 9.6 units per acre; and

WHEREAS, Zone Change No. 2020-002 will change the zoning designation of APN 6145-003-902 from Low Density Residential to Specific Plan; and

WHEREAS, Chapter 30 of the Compton Municipal Code was adopted by the City Council and added as Ordinance 1557; and

WHEREAS, Change of Zone Case No. 2020-002 was processed in accordance with CMC § 30-28 and findings made therefor, as set forth below; and

WHEREAS, referral, publication and written notice of the proposed amendment was provided in accordance with Sections 65090, and 65091 of the California Government Code prior to consideration of the request by the City Council; and

WHEREAS, in accordance with the California Environmental Quality Act ("CEQA"; Public Resources Code, § 21000 et seq.), the City is the lead agency and the City Council is the decision-making body for the Project; and

WHEREAS, Initial Study and Mitigated Negative Declaration No. 948 ("MND") was prepared for this Project in accordance with CEQA, and that the Project would not have a significant effect on the environment; and

WHEREAS, the notice of intent along with the MND was posted with the Los Angeles County Clerk's office in Norwalk, circulated for a 30-day public review period, mailed to abutting property owners, and posted onthe City's website; and

WHEREAS, the Planning Commission held a public workshop on May 26, 2021 and discussed the purpose, scope, and size of the Project; and

WHEREAS, on June 16, 2021 the Planning Commission held a duly noticed public hearing where it reviewed and considered the MND, the Mitigation Monitoring and Reporting Program, and any comments provided thereon, and adopted Resolution No. 4014, which includes a recommendation that the City Council adopt the MND, adopt the Mitigation Monitoring and Reporting Program and impose all mitigation measures on the Project, as conditions of approval; and

WHEREAS, at the June 16, 2021 hearing, the Planning Commission also recommended that the City Council approve Change of Zone and Specific Plan in adopting Resolution No. 4014 for the Project for the reasons set forth in that Resolution; and

WHEREAS, a public hearing on said request to change the zoning was held before theCity Council on July 13, 2021; and

WHEREAS, the MND on the Project was adopted by the City Council at the public hearing of July 13, 2021; and

WHEREAS, the City Council considered all the information presented pertaining to the Change of Zone No. 2020-002; and

WHEREAS, the City Council being fully informed:

F I N D S

Based on the above recitals and the facts in the entire record, including, without limitation, the Mitigated Negative Declaration, oral and written testimony and other evidence received at the public hearings, reports and other transmittals from City staff to the Planning Commission and the City Council, and upon studies and investigations made by the Planning Commission and the City Council, the City Council finds that the Project meets the criteria required to approve a Zone Change, and Specific Plan per Compton Municipal Code § 30-28.2 and 30-54 as follows:

1. ZONE CHANGE

a. *That the proposed zone and/or land use classification is substantially in conformance with the General Plan and compatible with the existing patterns of zoning, land use and development in the surrounding area;*

The Change of Zone from Low Density Residential to the Specific Plan Zone will be in conformance with the existing General Plan Land Use Designation of Specific Plan and will therefore achieve consistency between the General Plan and Zoning map. The General Plan Amendment approved by the City on May 11, 2021 allows the residential density proposed by the zone change. Further, the Project is also consistent with the General Plan in that the proposed zone of Specific Plan will be consistent with existing land use patterns of the surrounding neighborhood and the policies of the General Plan including the Housing Element and Land Use Element, including:

Land Use Goal 5. The City of Compton will work to rehabilitate and conserve the existing neighborhoods.

The Project is consistent with Land Use Goal 5 because it converts a currently vacant and previously distressed site into single-family residential use consistent with adjacent existing neighborhoods to the north, west and south.

Housing Goal 2. Provide a variety of types and an adequate supply of housing to meet the existing and future needs of City residents.

The Project is consistent with Housing Goal 2 because it provides a small condominium based single-family housing product affordable to a range of household incomes.

Housing Goal 3. Eliminate conflicts between residential and nonresidential uses.

The Project is consistent with Housing Element Goal 3 because it replaces a former commercial use with a small residential site single-family product that provides a compatible transition between the adjacent existing single-family neighborhoods to the north, west and south and the institutional and industrial type uses to the east.

Housing Goal 4. Increase opportunities for homeownership.

The Project is consistent with Housing Element Goal 4 because it provides for sale single-family housing units at attainable pricing, with two units at rates affordable to moderate income incomes.

Housing Goal 5. Promote equal opportunity for all residents to reside in the housing of their choice.

The Project is consistent with Housing Element Goal 5 because it provides for sale single-family housing units at attainable pricing, with two units at rates affordable to moderate income incomes.

Housing Goal 7. Reduce overall housing costs through programs to reduce energy costs.

The Project is consistent with Housing Element Goal 7 because it provides energy efficient housing consistent with the Green Building Code, including solar, electrical vehicle charging outlets, energy star–labeled products and appliances.

Air Quality Element Goal 3. Reduce emissions associated with vehicle miles traveled by providing a balance of jobs and housing.

The Project is consistent with Air Quality Element Goal 3 because it replaces a previous commercial use with residential, in close proximity to available bus transit.

Air Quality Element Goal 4. Reduce emissions associated with energy consumption.

The Project is consistent with Air Quality Element 4 because it provides energy efficient housing consistent with the Green Building Code, including solar, electrical vehicle charging outlets, energy star–labeled products and appliances.

Air Quality Element Goal 5. Reduce air pollution emissions and impacts through site planning and building design.

The Project is consistent with Air Quality Element 5 because it is an infill development and provides energy efficient housing consistent with the Green Building Code.

b. That the property is more suitable for the uses permitted in the proposed zone and/or land use classification than those permitted in the existing zone and/or land use classification; and

The Change of Zone from Low Density Residential to Specific Plan Zone is more suitable for the subject site than the uses currently permitted. The density of the Project is more consistent with the residential density allowed by the new land use designation because the new designation accommodates the Project's density, whereas the Low Density Residential designation does not. Further, the Specific Plan designation for the Project site, with a density of less than 10 dwelling units per acre, will be consistent with existing low density residential land use patterns of the surrounding neighborhood.

c. That the uses permitted in the proposed zone and/or land use classification will not be detrimental to the surrounding area.

Changing the land use designation of the Project site to a medium density residential under the proposed 134th & Central Specific Plan is consistent with the redevelopment of the site and surrounding and proposed mixed uses.

This transition would redevelop a vacant residentially zoned site with 29 architecturally cohesive residential single-family houses, including landscaping and amenities, which would be beneficial to the site and surrounding area. The Project site is surrounded by single family residential on the north, south and west. Immediately north and south of the site, the single-family houses are two-story. The majority of the other surrounding single-family houses are single-story. East of North Water Way, is the two-story KIPP School. The new zoning will be cohesive with, and enhance the community by providing much needed housing to the already residential community, including two affordable dwelling units. The investment in the City, with the creation of new housing, and the investment of millions of dollars in the City, along with the Project's new landscaping and setbacks, will improve the surrounding area, and not be detrimental.

Additionally, the MND has identified no significant environmental impacts after mitigation. There are no detrimental, public health or safety impacts. Therefore, the Change of Zone will be not be detrimental to the surrounding area in that it would allow for coordinated and comprehensive development of the Project Site, which will have positive environmental, economic and fiscal impacts for the community.

2. SPECIFIC PLANECIFIC PLAN

a. The proposed Specific Plan (amendment) is consistent with the General Plan goals, policies, and implementation programs.

The proposed Specific Plan in the proposed Change of Zone will advance the following General Plan policies:

Land Use Element, Goal 1: *Revitalize Compton, and create a safe, attractive, desirable community, which attracts new businesses and residents of all income ranges.* **Land Use Element, Policy 1.6***: Promote quality design in new development projects.*
Land Use Element, Policy 1.8: *Use Specific Plan and similar planning approaches as means to focus revitalization efforts on target neighborhoods.*
Housing Element, Policy 4.1: *The City of Compton will reserve the existing residential neighborhoods and provide areas to accommodate new residential development.*
Housing Element, Policy 2.3: *The City of Compton will encourage variety in the supply of housing at costs affordable to the various income levels of the population.*

b. The land use and development regulations within the Specific Plan provide enhancements to the use and design of the subject site that would otherwise not be available through categorical Zoning.

The current development standards within Chapter 30 of the Compton Municipal Code do not fully permit the type of proposed development proposed by the applicant. Additional flexibility above the typical Low Density to Medium Density Residential development residential standards is needed to enable the proposed single-family detached condominium development and which is provided by the proposed Specific Plan.

c. *The administration and permit processes within the Specific Plan (amendment) are consistent with the administration and permit processes of the Zoning Ordinance.*

The proposed Specific Plan has been reviewed and processed as a Change of Zone application consistent with the adopted regulations in section 30-28 governing the review and adoption of zone changes. All required permit processes and procedures have been complied with including review by the Planning Commission.

d. *The Specific Plan (amendment) will not be detrimental to the health, safety, comfort, convenience, and general welfare of the neighborhood or result in a downgrade for the community.*

The proposed Specific Plan has been reviewed by all relevant City departments and reviewed in conjunction with Mitigated Negative Declaration 948 and mitigation measure have been incorporated to reduce the level of impacts to below levels of significance. The proposed development will consist of 29 detached single-family homes with attached two car garages on a long tern vacant blighted property. The proposed homes will be of similar size and character as the existing detached single-family homes in the surrounding neighborhood. Development of the site will be a benefit to the community.

e. *The Specific Plan (amendment) will not adversely affect such necessary community services as traffic, circulation, sewage disposal, fire protection, and water supply.*

The Specific Plan Mitigated Negative Declaration (MND) analyzed the as part of its comprehensive review of the project the potential impacts on Utility services. The MND did not identify any adverse impacts on utility services. In addition, the project was reviewed by the City Public Works, Water and Fire Departments and no potential adverse impacts or deficiencies were identified. Additionally, the project will be subject to the payment of impact fees at the time of building permits.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. That Specific Plan Mitigated Negative Declaration No. 948 and Mitigation Monitoring and Reporting Program for the Project is hereby adopted. The documents and other material that constitute the record on which this decision is based are located in the Department of Community Development and are in the custody of the Director of Community Development.

Section 2. That the zoning of 1950 North Central Avenue, Compton, California (APN 6145-003-902) is hereby changed from Low Density Residential to Specific Plan.

Section 3. That If any section, subsection, subdivision, sentence, clause, phrase, or portionof this Ordinance or the application thereof to any person or place, is for any reason held to be invalid or unconstitutional by the final decision of any court of competent jurisdiction, the remainder of this Ordinance shall remain in full force and effect.

Section 4. That a copy of this Ordinance shall be filed in the offices of the City Clerk, City Manager and Community Development Department (Planning and Building and Safety Divisions).

Section 5. That this Ordinance shall take effect thirty (30) days after adoption by the City Council.

Section 6. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Ordinance and shall cause same to be published as required by law.

ADOPTED this _____ day of _____, 2021.

_____
MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF COMPTON)

I, Alita Godwin, City Clerk of the City of Compton, do hereby certify that the foregoing Ordinance was adopted by the City Council of the City of Compton, signed by the Mayor and attested by the City Clerk at a regular meeting thereof held on the _____day of _____, 2021.

That said Ordinance was adopted by the following vote, to wit:

AYES: COUNCIL MEMBERS-
NOES: COUNCIL MEMBERS-
ABSENT: COUNCIL MEMBERS-
ABSTAIN: COUNCIL MEMBERS-

_____
CITY CLERK OF THE CITY OF COMPTON

CITY OF COMPTON

AERIAL MAP

General Plan Amendment Case No. 2021-0002
Change of Zone Case No. 2020-0002
Zoning Text Amendment Case No. 21-0001
Tentative Tract Map No. 83170
Mitigated Negative Declaration No. 948
1950 N. Central Ave.

Legend

City Limits

parcels

N

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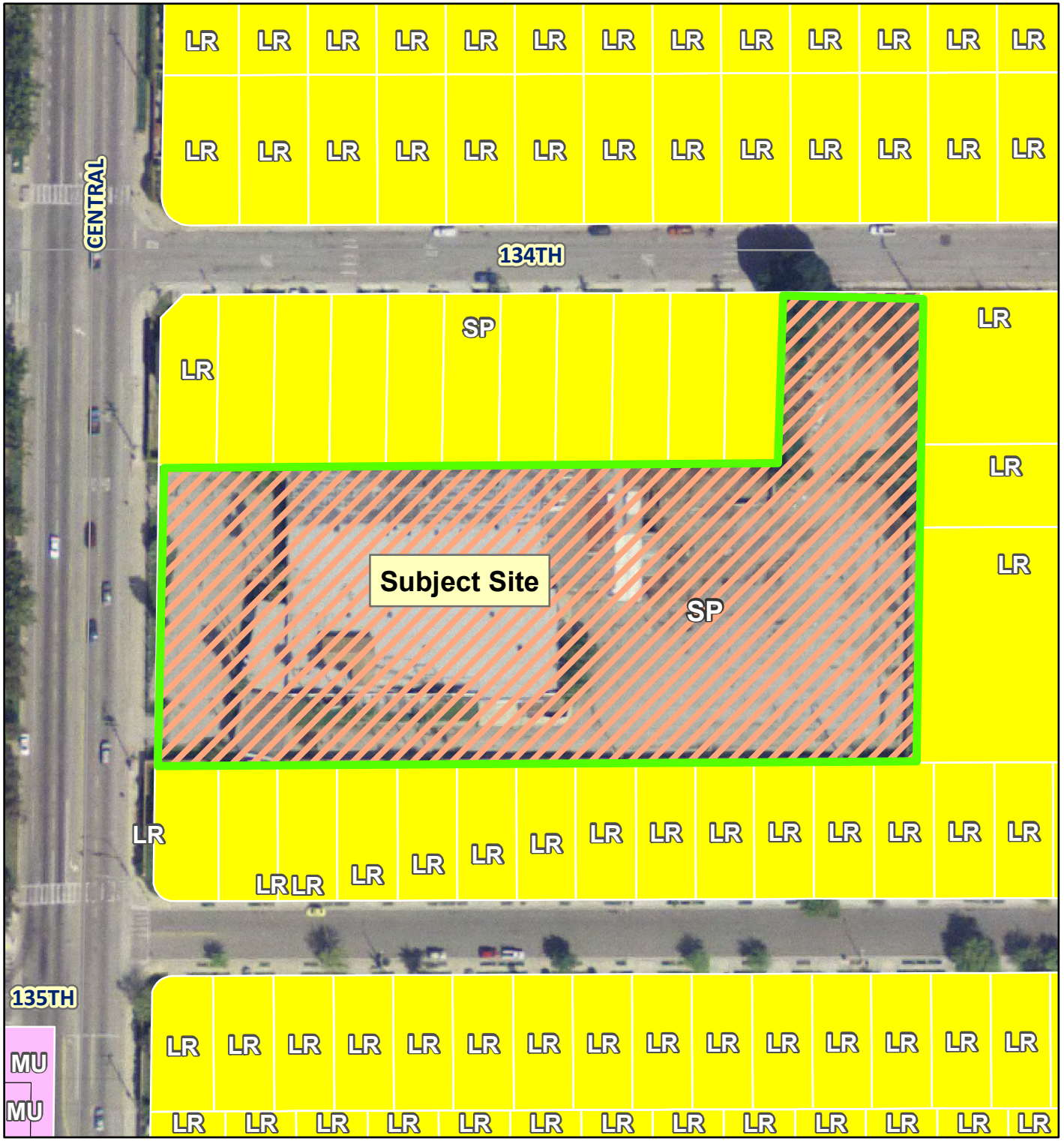
CITY OF COMPTON

EXISTING GENERAL PLAN MAP

General Plan Amendment Case No. 2021-0002
Change of Zone Case No. 2020-0002
Zoning Text Amendment Case No. 21-0001
Tentative Tract Map No. 83170
Mitigated Negative Declaration No. 948
1950 N. Central Ave.



Legend

- City Limits
- parcels
- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- General Commercial (GC)
- Mixed Use (MU)
- Specific Plan (SP)
- Industrial (I)
- Open Space/Parks (O)
- Public/Quasi-Public (P)
- Transportation

N

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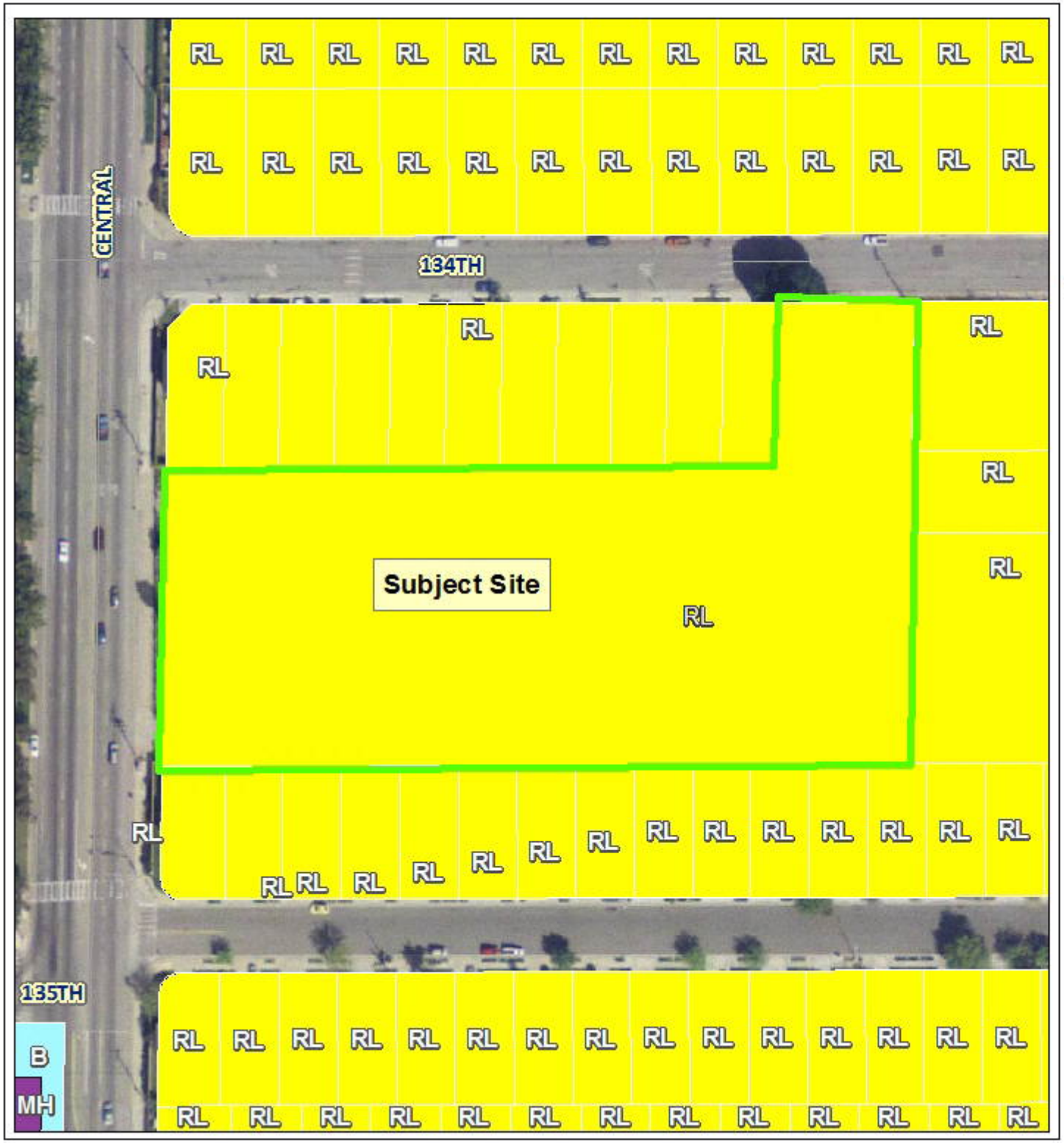

CITY OF COMPTON

EXISTING ZONING MAP

General Plan Amendment Case No. 2021-0002
Change of Zone Case No. 2020-0002
Zoning Text Amendment Case No. 21-0001
Tentative Tract Map No. 83170
Mitigated Negative Declaration No. 948
1950 N. Central Ave.

Legend

- City Limits
- parcels
- 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
- B - Buffer
- LAC - Los Angeles County
- UNZONED

N

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134TH & CENTRAL SPECIFIC PLAN

Prepared for:

CITY OF COMPTON

Community Development Department

205 S. Willowbrook Avenue

Compton, California 90220

MARCH 4, 2021

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I. INTRODUCTION

This Section provides a brief description of the Project and a description of the Purpose and Authority of the Specific Plan.

A. Project Summary

The 134TH & CENTRAL Specific Plan is a residential community on approximately 3.0 acres, located at 1950 North Central Avenue in the City of Compton. The 134TH & CENTRAL community consists of 29 townhome dwellings.

B. Specific Plan Purpose

A specific plan is a tool that is used for the systematic implementation of a general plan for all or part of the area covered by the general plan. It effectively establishes a link between implementing policies of the general plan and the individual development proposals in a defined area. As such, the purpose of this 134TH & CENTRAL SPECIFIC PLAN is to provide the City of Compton with policies and regulations to ensure efficient, orderly development of the subject property in accordance with the City's adopted General Plan.

While the City of Compton General Plan and Zoning Code covers the entire City, the 134TH & CENTRAL SPECIFIC PLAN concentrates on the individual development issues of approximately 3.0 acres of land located at 1950 North Central Avenue. This Specific Plan establishes regulations specific to the subject property relative to land use, site planning, and building intensity, as well as design guidelines that allow for innovation in architecture, landscaping and building arrangements that would not otherwise be permitted by the City of Compton Zoning Code. All future implementing actions (development plans, tract maps, site plans, and other similar entitlements) for property located within the boundaries of this Specific Plan are required to be consistent with the standards and guidelines set forth in this document.

C. Authority for the Specific Plan

This Specific Plan is a regulatory document prepared pursuant to the provisions of California Government Code §§ 65450 through 65457, which grants local government agencies the authority to prepare and adopt specific plans. According to the California Government Code, a specific plan shall include the including the following information:

1. **Text and a diagram which specify all of the following in detail**:

    a) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.

b) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

c) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.

d) A program of implementation measures including regulations, programs, public works projects, and financing measures, necessary to carry out items (1), (2) and (3).

2. **A statement of the relationship of the Specific Plan to the General Plan:**

This Specific Plan includes each of the required elements listed above and establishes the essential link between the policies of the General Plan and the 134TH & CENTRAL property. All future development plans and implementing actions within 134TH & CENTRAL are required to be consistent with the regulations set forth in this Specific Plan. Where this Specific Plan is silent, applicable sections of the City Zoning Code and other regulations shall apply.

Furthermore, all regulations, conditions, standards and guidelines contained herein shall be deemed distinct and independent provisions of the Specific Plan. If any section, clause, phrase, or portion of this document is for any reason to be invalid by the decision of any federal or state court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Specific Plan.

D. Specific Plan Objectives

Adoption and implementation of this Specific Plan aims to achieve the following objectives for the benefit of the community:

1. Urban Design Framework
   a) Provide a master planned residential community that demonstrates a high quality standard of excellence for the City of Compton.
   b) Provide attractive design and compatible building forms to blend with and enhance surrounding developments in the proximity of 134th and Central.
   c) Provide a cohesive development with ample amenities to ensure a desirable place to live, including common and private open spaces, and enhanced paving and landscaping.
2. Development Standards
   a) Provide building height and density that creates a viable community and allows for transition between surrounding residential, mixed use, institutional and storage uses.

b) Allow for parking standards that encourage use of transit, bicycle and pedestrian connections.

c) Allow for reduced home site sizes and setbacks that support a medium density single family neighborhood enhanced with both private and common open spaces.

3. Site Circulation

a) Improve vehicular access and enhance pedestrian, bicycle and transit oriented characteristics.

b) Establish walkable connections within the site and to nearby schools, parks and commercial uses.

4. Efficient Residential Development

a) Increase the variety of housing types, sizes, and price points within Compton in order to provide housing opportunities for a wider range of residents.

b) Provide residential unit options for affordable to moderate income buyers.

c) Promote the development of housing in close proximity to employment, transportation and activity centers.

5. Sustainable Communities

a) Promote infill, medium density development, which is more energy efficient than single lot residential development.

b) Provide contemporary energy efficient housing compliant with the Green Building Code, including energy efficient appliances, low water use plumbing and solar.

II. PROJECT SETTING

This Section provides a description of the existing conditions of the Project Site and its surroundings.

A. Project Location

Regionally, the Project site consists of approximately 3.0 acres located within the Los Angeles County, south of Interstate 105 (I-105), north of State Route 91 (SR-91), west of Interstate 110 (I-110) and east of Interstate 710 (I-710) within the jurisdiction of the City of Compton. (Reference Figure II-1, Project Regional Location Map.)

Locally, the Project site is addressed as 1950 North Central Avenue, Compton, California 90222. Assessor parcel number for the property is 6145-003-902. (Reference Figure II-2, Project Site Aerial Location Map.)

Figure II-1 Regional Location Map

Figure II-2 Project Site Aerial Location Map

B. Project Site and Surroundings

The Project site is currently vacant, with the majority of the site paved with asphalt or covered with concrete, and the remnants of the old building footings and slabs. A small portion of the site contains non-native shrubs and grass. Existing access to the site are from two main access points along the west frontage on N. Central Avenue and a third access is located along the site frontage on W. 134th Street.

Topography is generally flat, varying with elevations of approximately 93 to 99 feet above mean sea level (MSL). Site drainage flows north toward the existing storm drain in 134th Street.

Previously, the site contained a 40,000 square foot commercial building that was built as a bowling alley in 1962. The interior of the building was destroyed by fire in the 1970's. The building laid dormant up to 1984, when it was renovated and opened as a Skateland U.S.A., where local youths could skate. Within a few months, Skateland became a popular hip-hop venue, and operated as a successful nightclub as well as a skating rink. However, by 1988, neighborhood crime forced the venue to close. The building was used as a storage facility until its permanent closure and demolition. (Reference Figures II-3 through II-6, Site Photo Legend and Site Photos.)

Figure II-3 Project Site Photo Legend

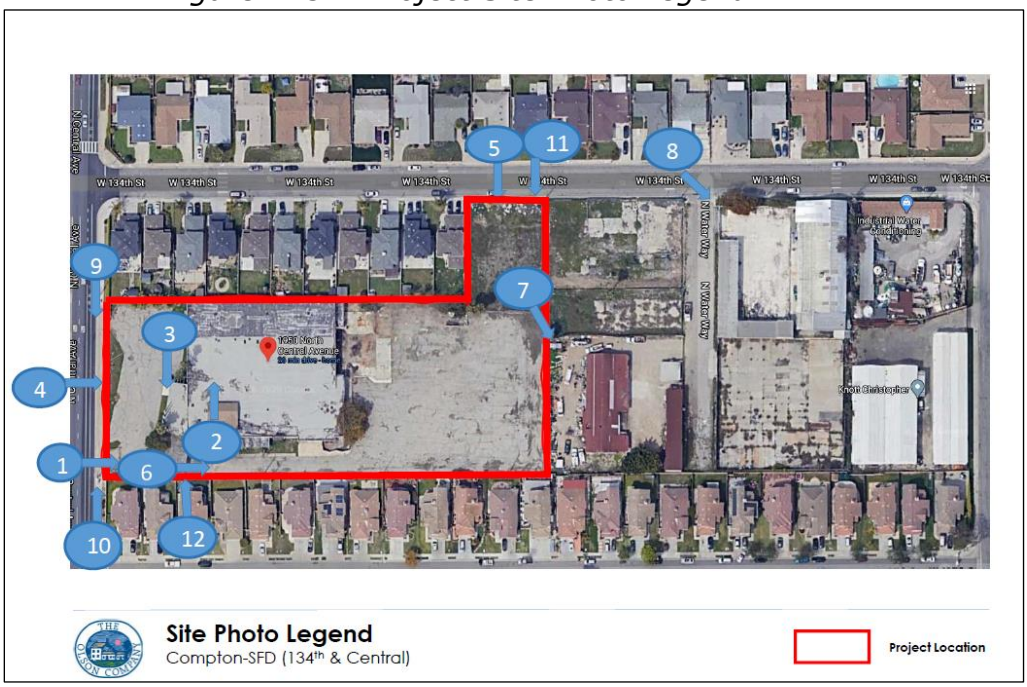


Figure II-4 Project Site Photos (1-4)

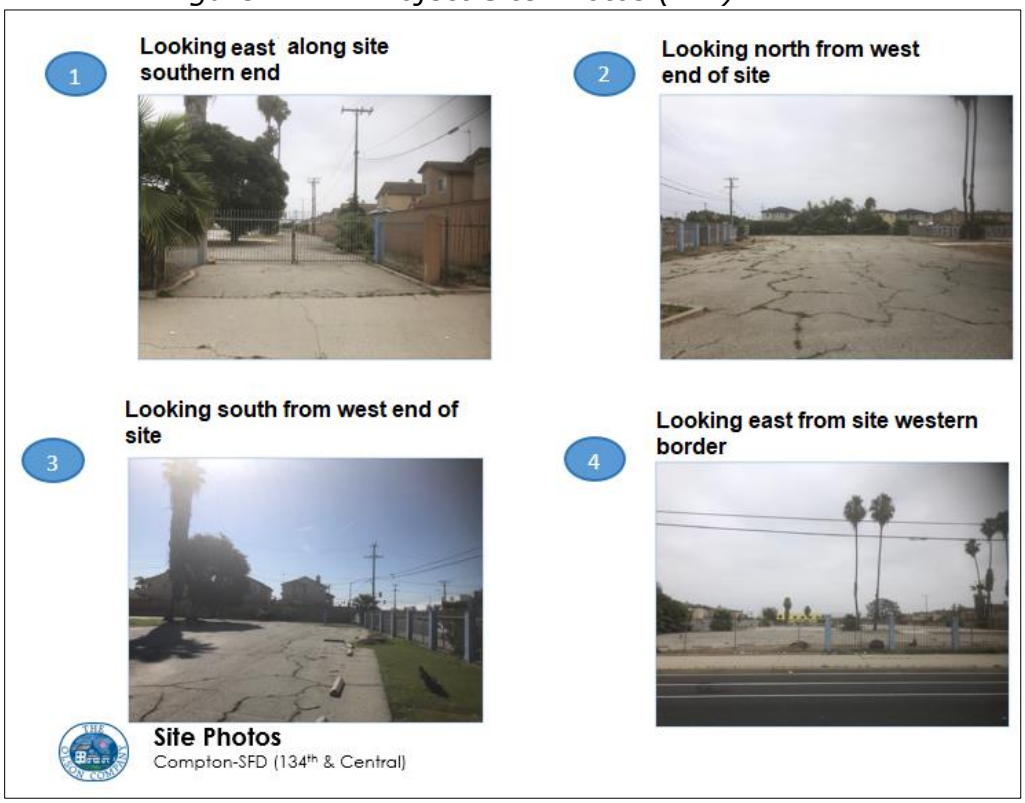


Figure II-5 Project Site Photos (5-8)

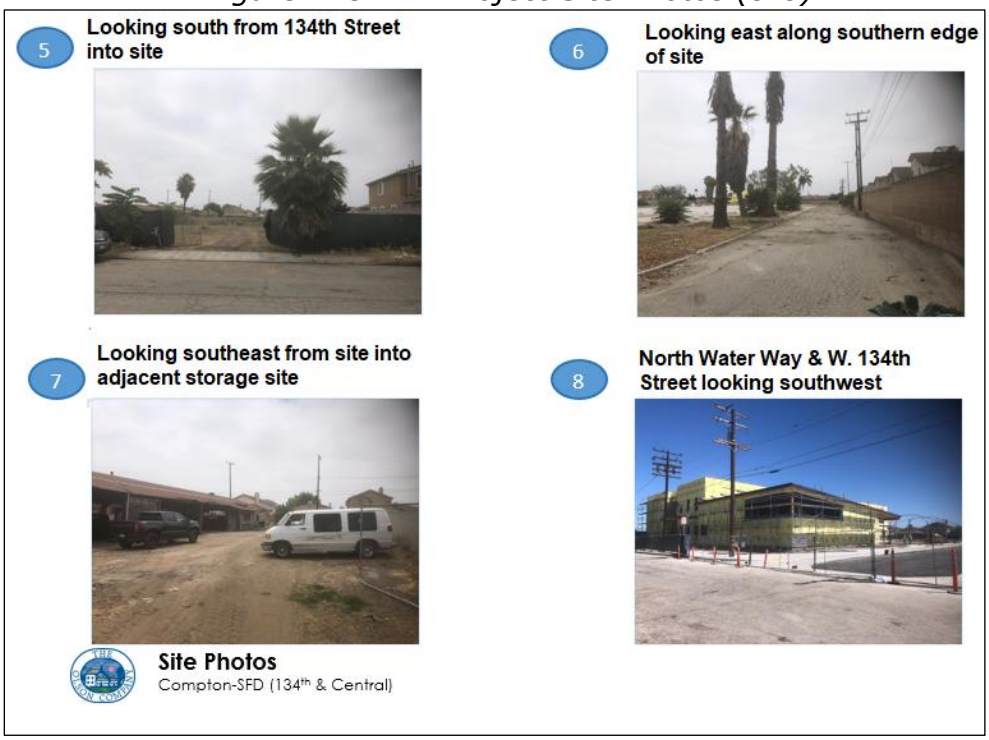


Figure II-6 Project Site Photos (9-12)

Surrounding uses include single family residential on the north, south and west. Immediately, north and south of the site, the single family houses are two-story. (Reference Figure II-3, Aerial of Project Site and Surrounding Area.) The majority of the other surrounding single family houses are single-story. Immediately east of the site is a vacant property and two one-story structures with trucks and vehicles stored on site. East of N. Water Way, the two-story KIPP School is currently under construction.

The Brickyard industrial development, immediately southwest of the site, is a major mixed-use redevelopment of 70 acres. Other notable surrounding uses are Centennial High School, located on the east side of N. Central Avenue about 600 feet north of the Project Site, and Enterprise Park, located two blocks west of N. Central Avenue about 800 feet north of the Project site.

Figure II-7 Aerial of Project Site and Surrounding Areas

III. DEVELOPMENT PLAN

This Section describes the Land Use Plan for the 134TH & CENTRAL SPECIFIC PLAN, permitted uses and development standards.

A. Land Use Plan

134TH & CENTRAL SPECIFIC PLAN consists of a 29 single-family, detached home community. The community will provide affordably priced homes in an area with convenient access to schools, parks, shopping and employment. Target market for the community includes couples, families, and first time homebuyers. Of the 29 houses, 2 will be designated moderate level affordable.

Each house within the 134th & Central community will be two-story with attached two-car garages and driveway apron parking. There are two floorplans contemplated. Plan 1 is a 3-bedroom with an optional 4th bedroom, 2.5 bathroom, approximately 1,680 square foot house. One of the Plan 1 houses will be available at a rate affordable to a qualified moderate income homebuyer. Plan 2 is a 3-bedroom with an optional 4th bedroom, 2.5 bathrooms, approximately 1,797 square feet house. One of the Plan 2 houses will be sold with the 4-bedroom option to a qualified moderate income homebuyer.

Access to the community will be from 134th Street to a gated private Street "A". Street "A" will connect at a T-intersection to private Street "B". (Reference Figure III-1, Conceptual Land Use Plan and Table II-1, Plan Summary.)

Figure III-1 Conceptual Land Use Plan

Table III-1: Plan Summary

Plan Type	# Units	Bedrooms	Approximate Unit (sf)
P1A	1	3 BD + Opt. 4BD /2.5 BA Affordable Moderate	1,680
P1	13	3 BD + Opt. 4BD /2.5 BA	1,680
P2A	1	4 BD /2.5 BA Affordable Moderate	1,797
P2	14	3 BD + Opt. 4BD /2.5 BA	1,797
Total Units	29		

B. Permitted Uses

THE 134TH & CENTRAL SPECIFIC PLAN permits single family detached residential uses. Ancillary landscape, open space and parking areas incorporated as part of the residential townhome development are also permitted.

C. Residential Density

The maximum residential density is 9.58 units per acre. Any fractional amount greater than one-half (1/2) shall permit an additional dwelling unit.

Size of the Specific Plan site is 3.028 acres resulting in a maximum density of 29 dwelling units per acre. This density corresponds to the General Plan Medium Density Residential which has a density between 8.1 and 17 units per acre.

D. Building Height

No structure within the Specific Plan area shall exceed twenty-five (25) feet in height as measured according to Section 30.3 of the Compton Zoning Code. Maximum number of stories shall be two (2).

E. Minimum Residential Site Size

Each single family residential unit within the Specific Plan area shall have a minimum private fenced area of 2,500 square feet. Note that because the project will be mapped as one lot (where all homes are legally detached condominiums), "residential site" size may be thought of as "lot" size for practical purposes.

F. Setbacks

Minimum setbacks for each single family residential site within the Specific Plan area shall be as follows:

1) Front: 12'-0"
2) Rear: 10'-0"
3) Sides: 3'-6".

G. Permitted Projections into Required Yards

Permitted projections into the required yards are limited to the following:

1) Fireplaces, water heater closets - Rear and side yard only
2) Uncovered porches, platforms, or landing places which do not extend above the level of the first floor of the house may protrude into any yard by not more than six feet. Any open railing not more than 30 inches in height may be installed or constructed on any such porch, platform or landing place.

H. Parking

Parking standards for the Specific Plan shall be as follows:

1) Garages: Two (2) onsite garage spaces per unit.
2) Garage Size: 400 square feet minimum.

3) Driveway: Two (2) onsite per unit.
4) Driveway Length: Eighteen (18) feet minimum.
5) Accessible Parking: Per City Building Code.
6) Total Parking: four (4) spaces per unit and one (1) mail stop space. Garages and driveways are included in per unit parking count.

I. Unit Storage

Each house shall provide on-site storage, consisting of garage ceiling space for residents to improve with storage at their discretion.

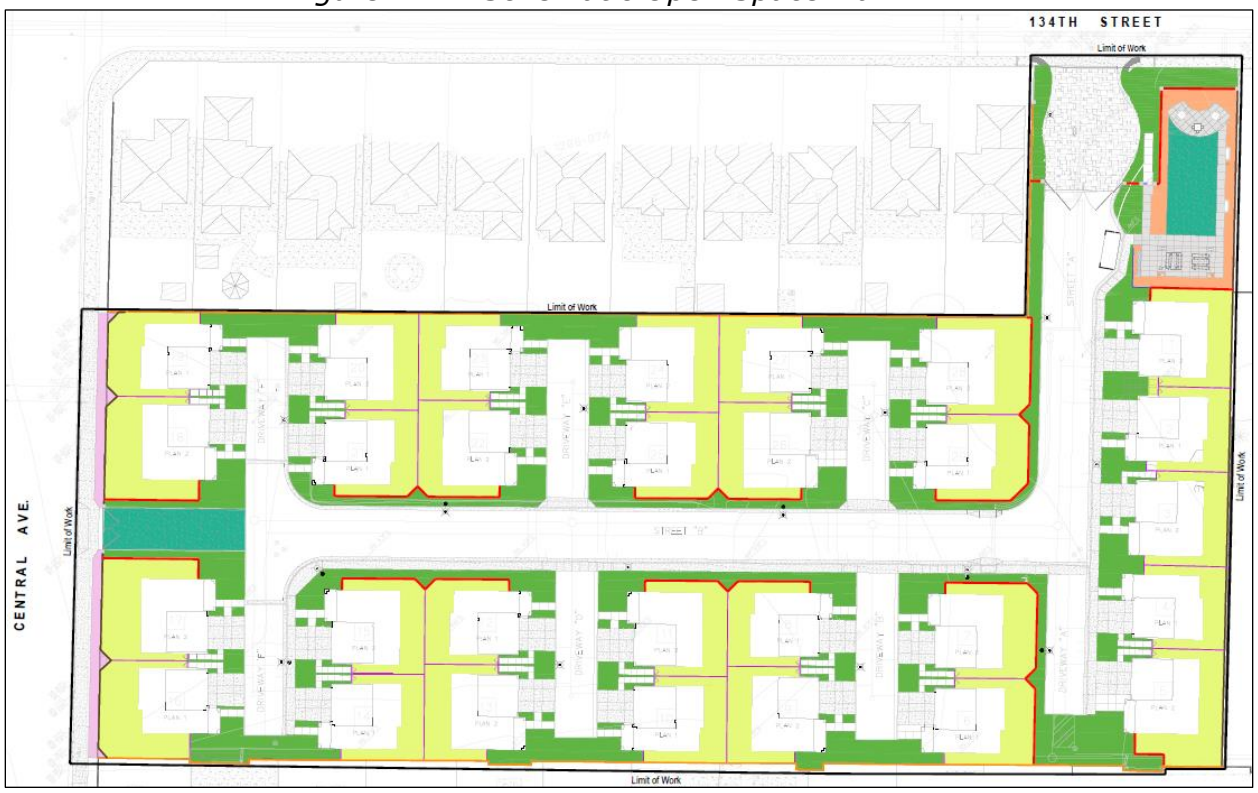
J. Usable Open Space

Usable open space within the 134th & Central Specific Plan shall consist of private and common spaces. Private open spaces may consist of yards, patios, decks and balconies.

Common open spaces may consist of turf or lawn area and other green spaces, as well as complementary hardscape, provided throughout the community to provide reasonable and convenient access to open space throughout the community. (Reference Figure III-2, Schematic Open Space Plan.)

Minimum total amount of private open space required for the Specific Plan area is 23,000 square feet. Minimum total amount of common open space required for the Specific Plan area is 25,500 square feet. As shown in Figure III-2, common open space consists of common hardscape; common opens space, landscaped and planting areas; and of street parkway open space adjacent to Central Avenue.

Figure III-2 Schematic Open Space Plan



OPEN SPACE LEGEND

PRIVATE YARD - HOMEOWNER MAINTAINED	*23,271 sf*
OPEN SPACE - STREET PARKWAY- HOA	*1,007 sf*
OPEN SPACE - COMMON - HOA MAINTAINED	*20,089 sf*
HARDSCAPE- COMMON AREA	*1,506 sf*
LAWN-COMMON AREA	*2,598 sf*
PLANTING AREA- COMMON AREA	*1,334 sf*

K. Amenities

Minimum amenities required in the common open spaces include: turf/lawn area, shade structure, picnic table and benches. An amenity area is located to the east of the Project entry, and contains lawn, hardscape, trees and shrubs, a bench, dog-bag station, mailbox center, shade structure, picnic tables and trash receptacles. Throughout the site landscape and sidewalks will provide attractive areas to walk, jog or scooter. The emergency access area at Central Avenue will be turfed blocked and landscaped, subject to Fire Department approval.

L. Condominium

Multi-Family and small residential site single family development is permitted in the 134th & Central Specific Plan. Condominium ownership is permitted by right through the subdivision map act process.

IV. DESIGN GUIDELINES

This Section describes the guidelines that shape the design of buildings, landscape, entry and walls and fences within the Specific Plan area. Modifications to the plans presented in this Section may be modified through the Minor Modification process. (Reference Section VIII.B.1.)

A. Architectural Design Guidelines

Architectural design guidelines for the Specific Plan community include the following building features and colors and materials:

1. Building Features

Architecture of the houses within the Specific Plan community will include both a Spanish Colonial style and a Santa Barbara style design for the two plan types.

Spanish Colonial is composed of gable roof forms, stucco walls, decorative details at gable end, windows with accent shutters, and arched openings with tile accents. Santa Barbara is composed of hip roof forms, stucco walls, window box projections, windows with accent shutters, and porch openings with decorative corbels. Both the Spanish Colonial and Santa Barbara styles will incorporate the elements described below.

a) Stucco siding

b) Wood fascia

c) Stucco over foam trim

d) Porched entry

e) Earth-toned color scheme

f) Concrete "S" roof tile

g) Balcony elements

h) Decorative exterior lighting

2. Architectural Concept

Conceptual architectural elevations for the Specific Plan houses are illustrated below for both the Spanish Colonial style and the Santa Barbara styles for the two plan types.

Spanish Colonial is composed of gable roof forms, stucco walls, decorative details at gable end, windows with accent shutters, and arched openings with tile accents. Santa Barbara is composed of hip roof forms, stucco walls, window box projections, windows with accent shutters, and porch openings with decorative

corbels. (Reference Figure IV-1, Conceptual Architecture – Plan 1 – Spanish Colonial, Figure IV-2, Conceptual Architecture – Plan 2 – Spanish Colonial, Figure IV-3, Conceptual Architecture – Plan 2 – Santa Barbara, and Figure IV.4, Conceptual Architecture – Plan 2 – Santa Barbara.)

To enhance views of the Specific Plan community from both outside and inside the development, the architectural concept includes "enhanced" elevations for units backing to Central Avenue and siding on to the main internal private street. Enhanced side elevations are also provided against the north and south property lines where residences exist to either side. Conceptual elevation enhancements include second story pop-outs and decorative trim around windows and doors. (Reference Figure IV-5, Conceptual Enhanced Architecture.) (Locations of these enhanced elevations is shown in Figure III-1, Conceptual Land Use Plan.)

Figure IV-1 Conceptual Architecture – Plan 1 – Spanish Colonial

Figure IV-2 Conceptual Architecture – Plan 2 – Spanish Colonial

Figure IV-3 Conceptual Architecture – Plan 1 – Santa Barbara

Figure IV-4 Conceptual Architecture – Plan 2 – Santa Barbara

Figure IV-5 Conceptual Enhanced Architecture

3. Colors and Materials

Conceptual colors and materials for the Specific Plan houses are illustrated below showing two schematic styles. (Reference Figure IV-6, Conceptual Colors and Materials.)

Figure IV-6 Conceptual Colors and Materials

B. Landscape Guidelines

A conceptual landscape plan is illustrated below. (Reference Figure IV-7, Conceptual Landscape Plan.) Landscape will include a variety of trees, including evergreen flowering and deciduous flowering. Trees will be planted at the entrance to the community and along the private internal streets. Shrubs and groundcover will be dispersed throughout the community. All landscape materials will be drought tolerant and will comply with the City landscape ordinance (Municipal Code Section 30-43).

A conceptual entry treatment and wall and fence plan complement the Specific Plan landscape plan, as described below:

1. Entry Treatment

Enhanced landscaping and paving will be added to the community. (Reference Figure IV-8, Conceptual Entry Treatment.)

Figure IV-7 Conceptual Landscape Plan

LEGEND

1. The Village Park - main community open space area with wood shade structure, & large turf area for larger group events, see L-2 Enlargement.
2. New concrete sidewalk, Per Civil plans.
3. Community cluster mailboxes, per USPS review & approval.
4. Main vehicular entry with swing gates (with Knox box), median visitor kiosk, & enhanced paving.
5. Existing pole to remain in place, per Civil plans.
6. Natural colored concrete driveway & guest parking, with light broom finish & narrow tooled joints.
7. Proposed wall, pilaster, fence, and gates per Wall & Fence Plan.
8. Proposed tree, per Planting Plan.
9. 4' wide & 5' wide natural colored concrete pedestrian walk, with light broom finish & tooled joints.
10. Community dog bag station (black in color), for pet owners.
11. Common area landscape, builder installed & HOA maintained.
12. Private homeowner yard, builder installed.
13. Property line.
14. Public street R.O.W.
15. Proposed public street sidewalk, per Civil plans.
16. Transformer to be screened with evergreen landscape, quantity & final locations to be determined.
17. Proposed AC unit, to be screened with evergreen landscape.
18. Proposed Emergency Exit with turf.

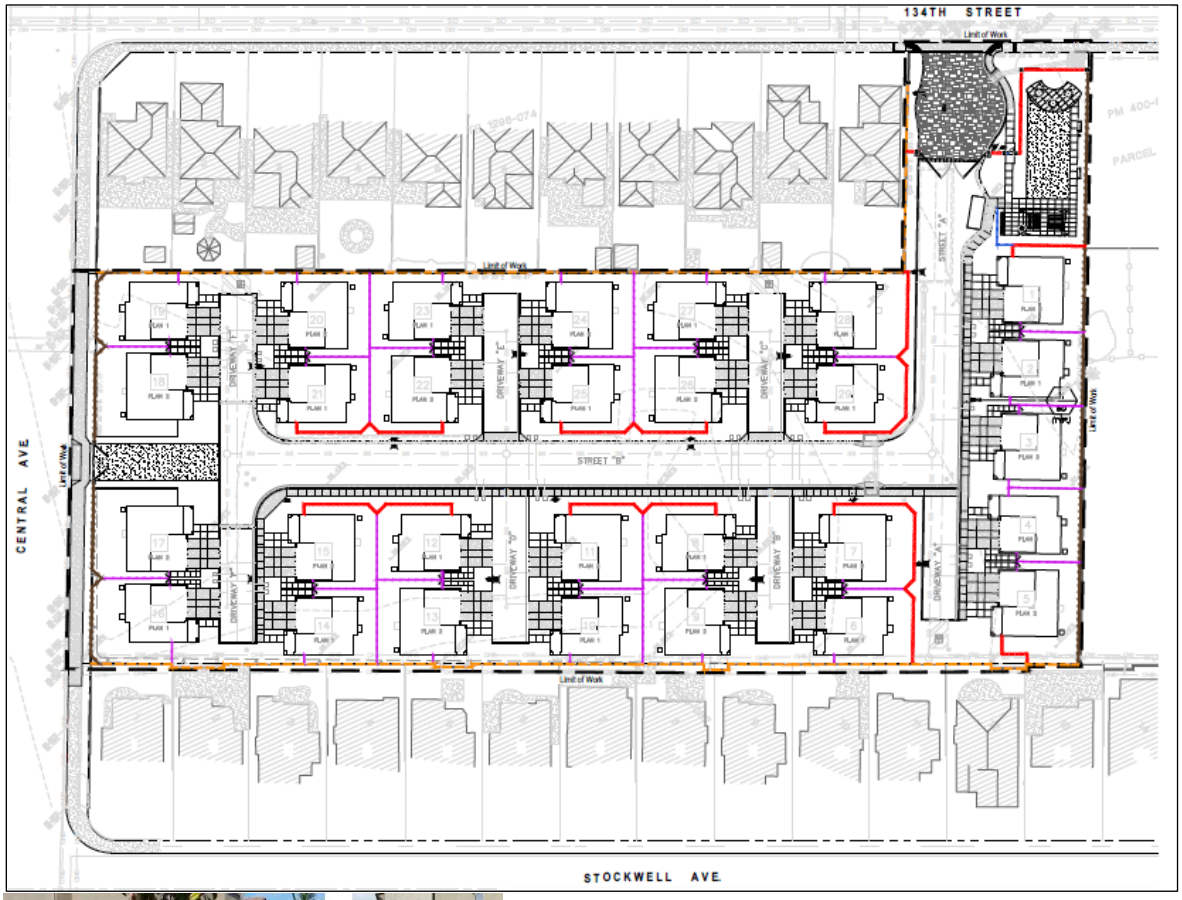
Figure IV-8 Conceptual Entry Treatment

2. Walls and Fences

A conceptual wall and fence plan for the 134th & Central Specific Plan community is illustrated below. (Reference Figure IV-9, Conceptual Wall and Fence Plan.) Existing 7-foot masonry walls at the community's north and south boundaries may be retained; however, if retaining the walls is not feasible, new 6-foot masonry walls will be constructed at the north and south boundaries, providing security and privacy to both the community and its neighbors. New 6-foot masonry walls will be constructed on the site's west and east boundaries. Within the community, there will be 6-foot

masonry walls where the houses are adjacent to common areas. This 6-foot wall height will be measured from the side of the higher grade for all perimeter walls. 5.5-foot vinyl fences will be placed between the houses. Tubular steel fencing at a 5.5-foot height will be located at the Project entry at 134th Street.

Figure IV-9 Conceptual Wall and Fence Plan



WALL, FENCE & GATE LEGEND

- Existing CMU wall, raised to 8' (with added stucco to interior & stucco flat cap).
- 1 — 6'-0" High stucco over CMU wall, with 2" high precast cap.
- 2 — 6'-0" High stucco over CMU wall, with 2" high precast cap.
- 3 — 5'-6" High vinyl fence (tan color).
- 4 — 5'-0" High tube steel fence (black paint color).
- 5 — 6'-6" High (18" sq.) stucco over CMU pilaster, with 2"high precast cap.
- 6 — 5'-6" High vinyl private yard gate (tan color).
- 7 — 5'-6" High metal pedestrian (ADA) gate (black paint color).
- 8 — 6'-0" High metal vehicular swing gates (black paint color)
- 9 — EVA Gate (non-motorized)

V. INFRASTRUCTURE PLAN

This Section describes the Infrastructure Plan for the 134TH & CENTRAL SPECIFIC PLAN, including water, sewage, drainage, solid waste disposal, and private and public modes of transportation. Each of these infrastructure elements area essential facilities that support the land uses described within the Specific Plan area.

A. Water

Water supply to the Specific Plan area will be provided by the City of Compton Water Utility District (CWUD), which obtains its water from groundwater pumped via local municipal wells in the adjudicated Central Groundwater Basin (Central Basin), and from imported surface water contracted by the City through the MWD. The CWUD delivers water services to more than 15,000 service connections through approximately 156 miles of water mains.

Water connections to the Specific Plan area will be from an existing water line on 134th Street.

B. Sewer (Wastewater)

Wastewater collection and treatment in the City is provided by the Los Angeles County Sanitation District (LACSD). Wastewater is collected in Compton via an existing 143 mile long system of sewer lines maintained by the City Department of Public Works and Municipal Utilities' Street Maintenance Division. Wastewater collected from the City is conveyed to the LACSD's Joint Water Pollution Control Plant (JWPCP), located at 24501 S Figueroa Street in the City of Carson. The JWPCP provides both primary and secondary treatment for approximately 260 million gallons of wastewater per day (MGD) and has a total permitted capacity of 400 MGD. Treated effluent is then discharged from JWPCP through an ocean outfall.

Wastewater connections to the Specific Plan area will be from an existing wastewater line on 134th Street.

C. Drainage

Stormwater runoff from the 134th & Central Specific Plan community will be collected on-site via a private drainage system consisting of PVC pipes and area drain inlets. Collected stormwater will be captured in a storage system while it infiltrates over time into the ground via a deep infiltration well, which will sit at the lowest downstream point of the site near the development's entrance. From there, the filtered storm water will flow into the existing storm drain in 134th Street.

D. Solid Waste

Solid waste services for the 134th & Central Specific Plan community are provided through a contract with Republic Services, which serves the City of Compton. Solid waste and recycle loads are taken to Republic's Compton Transfer Station for

processing. From the transfer station, waste loads are loaded into transfer trailers and hauled to and disposed of at Sunshine Canyon Landfill in Sylmar. Other disposal facilities include the Southeast Resource Recovery Facility in Long Beach for recycling, and the El Sobrante Landfill in Corona and Puente Hills Landfill in Industry.

Each house within the community will store its trash receptacles within its garage, and community residents will be required to take their receptables to the street the morning of the designated trash day. Republic Services trucks will collect trash and recyclables.

E. Circulation

The Concept Circulation Plan describes private streets, transit and other modes of transportation that will serve the 134th & Central Specific Plan community:

1. Private Streets

The private entry to the 134th & Central Specific Plan community will be via a 26-foot wide private driveway and fire lane within a 30-foot dimension curb-to-curb. The entry will be gated with queueing and turnaround radius to accommodate safe access.

The private entry will provide primary access to the community via 134th Street to a private Street "A", which will have a 26-foot paved width, two lanes of travel and a sidewalk on its east side. Street "A" will connect at a T-intersection to private Street "B", which will have a 26-foot width, two lanes of travel and sidewalks on the south side. The private streets will connect to a series of interior driveways, each with a 20-foot paved width. A secondary emergency access to Central Avenue will be provided; this emergency access will be 20 feet wide and approximately 80 feet long, gated, and have a turf-block surface.

The private street and alleys within the community are of adequate width to comply with Compton Fire Department standards, and will not interfere with emergency response or evacuation. The gates at the entrances will be fitted with an Opticom or similar system to allow for emergency vehicles to quickly access the site.

Private drives providing internal vehicular circulation to the residential units and common spaces within the 134th & Central Specific Plan development will be 24-feet wide with a 28-foot dimension curb-to-curb. Streets and drives within the 134th & Central Specific Plan development will be signed with "no parking" signage to prevent vehicle parking.

2. Transit

Transit service available to the 134th & Central Specific Plan community includes light-rail and bus public transit provided by the Los Angeles County Metropolitan Transportation Authority (Metro) and City of Compton Renaissance Transit System. A description of these transit facilities are provided below. The Renaissance Transit System is the service with connections closest to the Project site:

- METRO BLUE LINE: This north-south light rail line provides daily regional transit service between downtown Los Angeles on the north and Long Beach on the south. The Artesia Station is located to the east of the Acacia Street/Walnut Street intersection approximately 4 miles southeast of the Project site.
- COMPTON RENAISSANCE TRANSIT SYSTEM: Route 1 provides service on Central Avenue between Compton Boulevard and El Segunda Boulevard, running directly adjacent to the Project site and connecting east to Alameda Street; Route 2 runs south of the Project site, providing service on Alameda Street and Santa Fe Avenue, between Greenleaf Boulevard and Artesia Boulevard, on its route between Compton Boulevard on the north and Central Avenue on the west; Route 5 provides service on Central Avenue between Walnut Street and El Segunda Boulevard, running directly adjacent to the Project site and connecting eastward to Long Beach Avenue.

3. Bicycle and Pedestrian Facilities

Bicycle facilities available to the 134th & Central Specific Plan community include an existing Class 2 bikeway located on both the east and west sides of Central Avenue, adjacent to the Specific Plan site. (A Class 2 bikeway is a designated lane, approximately 5-feet wide and adjacent to the curb.) This bike way connects along Alondra Boulevard and Green Leaf Boulevard to another Class 2 bikeway on Santa Fe Avenue and a Class 1 bikeway along Compton Creek. (A Class 1 bikeway is a paved lane completely separated from streets.)

Pedestrian facilities available to the 134th & Central Specific Plan community include existing sidewalks located along Central Avenue and 134th Street, adjacent to the Project site. Within the Specific Plan area Street "A" and Street "B" would have sidewalks on one side of the street, providing pedestrian connections to each house within the community.

F. Utilities

The 134th & Central Specific Plan development will connect to existing electric, gas and cable lines located adjacent to the site.

VI. SUSTAINABILITY FEATURES

This Section describes the sustainability features included in the 134th & Central Specific Plan Project.

The Specific Plan community will incorporate an environmentally sustainable design that will both save energy and conserve natural resources. Green building technologies shall be utilized to provide more resource-efficient modes of construction that adhere to the principles of energy efficiency, water conservation, environmentally preferable building materials, and overall waste reduction. Sustainability features of the Project shall include the following:

A. Water Conservation

Water conservation features shall include a range of techniques that shall enhance site sustainability, including:

- High-efficiency plumbing facilities, such as, dual-flush water closets; bathroom faucets with a maximum flow rate of 1.0 gallons per minute; kitchen faucets with a maximum flow rate of 1.5 gallons per minute; and no more than one showerhead per shower stall, with a flow rate no greater than 1.75 gallons per minute.
- Individual metering and billing for water use of all residential uses
- Drought-tolerant plants utilized as part of the landscaping plan.
- Compliance with City landscape and water conservation ordinances.
- Weather-based irrigation controller with rain shutoff, matched precipitation (flow) rates for sprinkler heads, and rotating sprinkler nozzles or comparable technology such as drip/micro spray/subsurface irrigation and moisture sensors where appropriate.
- Use of proper hydro-zoning, turf minimization, zoned irrigation and use of native/drought-tolerant plant materials.

B. Energy Conservation and Efficiency

The following will be incorporated into the Specific Plan development:

- Solar on each residential dwelling unit.
- Electrical vehicle charging outlet in each residential garage.
- Energy Star–labeled products and appliances.
- Energy efficient design methods and technologies such as high performance glazing on windows, appropriately-oriented shading devices, high efficiency boilers, instantaneous water heaters, and enhanced insulation to minimize solar and thermal gain.

- Application of energy-saving technologies and components to reduce the project's electrical usage-profile. Examples of these components include compact fluorescent light bulbs (CFL), energy saving lighting schemes such as occupancy-sensing controls, use of light emitting diode (LED) lighting or other energy-efficient lighting technologies where appropriate, and energy-efficient heating and cooling equipment.
- Incorporation of passive energy efficiency strategies, such as roof overhangs, porches, and inner courtyards.
- Exterior lighting elements controlled by light sensors and/or timeclocks to provide safety for residents while avoiding over lighting.

VII. IMPLEMENTATION PLAN

This Section describes maintenance responsibility for the 134th & Central Specific Plan and the process required to modify the Specific Plan.

A. Maintenance Plan

A summary of maintenance responsibilities is presented in **Error! Reference source not found.**, ***Error! Reference source not found.***. Two entities have maintenance responsibilities within 134th & Central Specific Plan: individual homeowners and the Homeowners' Association for the 134th & Central Specific Plan Project.

Table VII-1 Maintenance Responsibility Matrix

MAINTENANCE ITEM	MAINTENANCE ENTITY	
	HOMEOWNER	HOMEOWNERS' ASSOCIATION
Private Residential Sites	✓	
Private Streets and Drives		✓
Building Exteriors	✓	
Common Open Space Areas		✓
Common Landscape Areas		✓
Common Walls		✓
Private Yard Walls	✓	
Storm Drain Facilities		✓
Sewer (Wastewater) Facilities		✓
Water Facilities		✓

B. Modifications to the Specific Plan

Modifications to the Specific Plan shall be processed in accordance with the City of Compton Zoning Code and as stipulated below.

1. Minor Modifications

Minor modifications to the 134th & Central Specific Plan may be approved by the City of Compton Community Development Director (Director), or at the discretion of the Director may be referred to the City's Planning Commission. Minor modifications are those which substantially conform to the approved Specific Plan. Minor modifications may include, but are not limited to: changes in building colors, architectural elements and finish material, modifications to wall and fence designs, modifications to planting materials, increases or decreases in development standards not exceeding 5%; and modifications to clarify text or graphics. Minor Modifications shall be processed as an administrative review.

2. Major Modifications

Major Modifications to the 134th & Central Specific Plan may be proposed to substantially change any and all parts of the Specific Plan, including: changes in

Specific Plan land use district boundaries; increase or decrease in the specific density range for any area; and changes in development standards exceeding 5%. Applications for Major Modifications shall be submitted to the City of Compton Community Development Department. Major Modifications shall be processed pursuant to Chapter 30-28 of the City of Compton Zoning Code, as a Specific Plan Amendment.

VIII. RELATIONSHIP TO OTHER LAND USE REGULATIONS

A Specific Plan is a regulatory tool to guide development in a local area consistent with the City's General Plan. While the General Plan provides the primary guide for growth and development citywide, the Specific Plan customizes the planning process to enhance and promote the unique characteristics of a special area. This Specific Plan is adopted pursuant to Section 65450 et. seq. of the California Government Code.

A. General Plan Consistency

To ensure consistency between the 134TH & CENTRAL Specific Plan and the City of Compton General Plan, the General Plan will be amended concurrently with adoption of this Plan. The corresponding General Plan amendment for the Specific Plan area will be Medium Density Residential allowing for density between 8.1 and 17 dwelling units per acre.

As presented in Table VIII-1, General Plan Consistency Matrix, the Specific Plan is consistent with the following applicable General Plan Land Use Element, Housing Element and Air Quality Element goals:

Table VIII-1 General Plan Consistency Matrix

COMPTON GENERAL PLAN GOAL	134TH & CENTRAL SPECIFIC PLAN CONSISTENCY
Land Use Element	
Land Use Goal 5. The City of Compton will work to rehabilitate and conserve the existing neighborhoods.	The 134TH & CENTRAL SPECIFIC PLAN is consistent with Land Use Goal 5 because it converts a currently vacant and previously distressed site into single family residential consistent with adjacent existing neighborhoods to the north, west and south.
Housing Element	
Housing Goal 2. Provide a variety of types and an adequate supply of housing to meet the existing and future needs of City residents.	The 134TH & CENTRAL SPECIFIC PLAN is consistent with Housing Goal 2 because it provides a small condominium based single family housing product affordable to a range of household incomes.

Table VIII-1 General Plan Consistency Matrix

COMPTON GENERAL PLAN GOAL	134TH & CENTRAL SPECIFIC PLAN CONSISTENCY
Housing Goal 3. Eliminate conflicts between residential and nonresidential uses.	The 134TH & CENTRAL SPECIFIC PLAN is consistent with Housing Element Goal 3 because it replaces a former commercial use with a small residential site single family product that provides a compatible transition between the adjacent existing single family neighborhoods to the north, west and south and the institutional and industrial type uses to the east.
Housing Goal 4. Increase opportunities for home ownership.	The 134TH & CENTRAL SPECIFIC PLAN is consistent with Housing Element Goal 4 because it provides for sale single family housing units at attainable pricing, with two units at rates affordable to moderate income incomes.
Housing Goal 5**.** Promote equal opportunity for all residents to reside in the housing of their choice.	The 134TH & CENTRAL SPECIFIC PLAN is consistent with Housing Element Goal 5 because it provides for sale single family housing units at attainable pricing, with two units at rates affordable to moderate income incomes.
Housing Goal 7. Reduce overall housing costs through programs to reduce energy costs.	The 134TH & CENTRAL SPECIFIC PLAN is consistent with Housing Element Goal 7 because it provides energy efficient housing consistent with the Green Building Code, including solar, electrical vehicle charging outlets, energy star–labeled products and appliances.
Air Quality Element	
Air Quality Element Goal 3. Reduce emissions associated with vehicle miles traveled by providing a balance of jobs and housing.	The 134TH & CENTRAL SPECIFIC PLAN is consistent with Air Quality Element Goal 3 because it replaces a previous commercial use with residential, in close proximity to available bus transit.
Air Quality Element Goal 4. Reduce emissions associated with energy consumption**.**	The 134TH & CENTRAL SPECIFIC PLAN is consistent with Air Quality Element 4 because it provides energy efficient housing consistent with the Green Building Code, including solar, electrical vehicle charging outlets, energy star–labeled products and appliances.

Table VIII-1 General Plan Consistency Matrix

COMPTON GENERAL PLAN GOAL	134TH & CENTRAL SPECIFIC PLAN CONSISTENCY
Air Quality Element Goal 5. Reduce air pollution emissions and impacts through site planning and building design.	The 134TH & CENTRAL SPECIFIC PLAN is consistent with Air Quality Element 5 because it is an infill development and provides energy efficient housing consistent with the Green Building Code.

B. Zoning Consistency

The Compton General Plan, General Plan Land Use Map, Zoning Code and Zoning Map are also amended by ordinance to "134th & Central Specific Plan" concurrently with adoption of the Specific Plan to ensure complete consistency. The 134th & Central Specific Plan shall be the zoning for the Specific Plan area.

Where Compton zoning regulations and/or development standards are inconsistent with this Specific Plan, the Specific Plan standards and regulations shall supersede. However, any issue not specifically addressed in the Specific Plan shall be subject to the general Planning and Zoning Code regulations. A project that requires no deviations from the regulations and/ or development standards contained herein shall be exempt from the City Design Review process.

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

134th & Central

Residential Project

Lead Agency***:***

City of Compton
Robert Delgadillo, Senior Planner
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205 S. Willowbrook Avenue
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Phone: (310) 605-5526; Email: rdelgadillo@comptoncity.org

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March 1, 2021

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C. Summary of Environmental Site Conditions and Remedial Cost Estimate, 1950 North Central Avenue, Compton, California; prepared by Stantec Consulting Services, Inc.; April 24, 2020.
D. "134th & Central Residential Development Air Quality & Greenhouse Impact Study, City of Compton", prepared by RK Engineering Group, Inc., January 6, 2021.
E. "134th & Central Residential Development Traffic Study, City of Compton", prepared by RK Engineering Group, Inc., January 5, 2021.
F. South Central Coastal Information Center Records Search, July 24, 2020.
G. Phase I Environmental Site Assessment 1950 North Central Avenue, Compton, CA 90222; prepared by Stantec Consulting Services, Inc.; February 21, 2020.
H. Phase II Environmental Site Assessment 1950 North Central Avenue, Compton, CA 90222; prepared by Stantec Consulting Services, Inc.; March 27, 2020.
I. "134th & Central Residential Development Noise Study, City of Compton", prepared by RK Engineering Group, Inc., January 6, 2021.

J. "Geotechnical Due Diligence Investigation and Percolation Study, Proposed Multi-Family Residential Development, V3133, 3141 & 3149 Willard Avenue, Compton, California", prepared by Albus-Keefe & Associates, Inc., May 14, 2019.
K. "Preliminary LID Plan : 1950 N. Central Compton Property, Proposed 29 Single-family Home Development, Compton, California", prepared by Advanced Civil Group, Inc., November 10, 2020.
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EXECUTIVE SUMMARY

This Initial Study assesses the potential environmental impacts of a proposal by The Olson Company to construct and operate the 134th & Central Residential Project, which consists of a 29 single-family residential unit community, located at 205 S. Willowbrook Avenue, Compton, CA 90220. This proposed Project includes the following applications through the City of Compton Community Development Department:

- General Plan Amendment Case No. GPA21-0001
- Change of Zone Case No. ZC21-0001
- General Plan Amendment Case No. GPA20-0002
- Change of Zone Case No. ZC20-0002 (134th & Central Specific Plan)
- Tentative Tract Condominium Map 83170.

This Initial Study finds with the imposition of mitigation measures related to Air Quality, Cultural Resources, Hazards and Hazardous Materials, Noise, Traffic, Tribal Cultural Resources and Mandatory Findings of Significance, all potentially significant impacts associated with the Project would be reduced to less than significant levels. Consequently, a Mitigated Negative Declaration will be prepared for the Project.

SECTION 1.0 – INTRODUCTION

1.1 INITIAL STUDY REQUIRED

Following preliminary review of the proposed 134th & Central Residential Project (Project), the City of Compton (City) has determined that the Project is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). This Initial Study addresses the direct, indirect, and cumulative environmental effects associated with the Project, as proposed.

1.2 STATUTORY AUTHORITY

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21177) and pursuant to Section 15063 of Title 14 of the California Code of Regulations (CCR).

Consistent with the statutory authority, the purpose of this Initial Study is to provide the Lead Agency (i.e. the City) with information to determine if the proposed Project would have a significant environmental impact. Specifically, this Initial Study will:

- Facilitate environmental assessment early in the design of the Project;
- Provide the City with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration;
- Enable the Applicant or City to modify the Project, mitigating adverse impacts, thereby enabling the Project to quality for a Negative Declaration or Mitigated Negative Declaration;
- Provide documentation of the factual basis for the findings in a Negative Declaration or Mitigated Negative Declaration that the Project will not have a significant effect on the environment.

The environmental documentation, which is ultimately selected by the City of Compton in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions upon the Project. The resulting documentation is not, however, a policy document and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and other discretionary approvals would be required.

The environmental documentation and supporting analysis is subject to a public review period. The proposed Project is not a project "of statewide, regional, or areawide significance" as prescribed in Section 15206 of the CEQA Guidelines because it does not meet the criteria for such projects. Furthermore, project implementation does not require any action by a State Agency (i.e., "responsible" or "trustee"

agency). Therefore, the document will not be submitted to the State Clearinghouse for review and the review period is determined to be 20 days in accordance with Section 15073 of the CEQA Guidelines. Following review of any comments received, the City of Compton will consider these comments as a part of the Project's environmental review and include them with the Initial Study documentation for consideration by the City of Compton in accordance with Section 15074(b) of the CEQA Guidelines.

1.3 INCORPORATION BY REFERENCE

The information contained in this document is based, in part, on the following documents that include the Project site or provide information addressing the general project area or use:

- **City of Compton General Plan,** December 1991 (General Plan)**.** The General Plan is a policy document designed to provide long-range guidance for decision-making affecting the future character of Compton. It represents the official statement of the community's physical development, as well as its economic, social, and environmental goals. The General Plan is comprised of the following nine elements: Land Use; Housing; Circulation; Conservation, Open Space and Recreation; Public Safety; Noise; Urban Design; Economic Development; and Urban Design. The General Plan was used throughout this Initial Study as the fundamental planning document governing development on the Project site.

- **City of Compton Housing Element 2014-2021,** February 2020 (Housing Element). The Housing Element provides the identification and analysis of existing and projected housing needs and articulates the City's official policies for the preservation, conservation, improvement, and production of housing within the City of Compton for the 2014-2021 planning period.

- **City of Compton Zoning Code.** Chapter 30 of the City of Compton Municipal Code establishes the basic zoning regulations under which land is developed and utilized and by which the General Plan is systematically implemented. This includes allowable uses, building setback and height requirements, and other development standards. The basic intent of the Zoning Code (Zoning Code) is to promote and protect the public health, safety, convenience, and welfare of present and future citizens of the City.

- **California Building Code** (CBC)**.** The California Building Standards Code (Cal. Code Regs., Title 24) was established by the state of California, with an effective date of January 1, 2020. It incorporates all parts of the state building standards, including the Residential Code and Green Standards Code.

SECTION 2.0 – PROJECT DESCRIPTION

2.1 PROJECT TITLE

The 134th & Central Residential Project Development Project

2.2 LEAD AGENCY NAME AND ADDRESS

City of Compton
205 S. Willowbrook Avenue
Compton, CA 90220

2.3 CONTACT PERSON AND PHONE NUMBER

Robert Delgadillo, Senior Planner
Community Development Department
205 S. Willowbrook Avenue
Compton, CA 90220
Phone: (310) 605-5526; Email: rdelgadillo@comptoncity.org

2.4 PROJECT LOCATION

Regionally, the Project site consists of approximately 3.0 acres located within the Los Angeles County, south of Interstate 105 (I-105), north of State Route 91 (SR-91), west of Interstate 110 (I-110) and east of Interstate 710 (I-710) within the jurisdiction of the City of Compton. (Reference Figure 1, Project Regional Location Map.)

Locally, the Project site is addressed as 1950 North Central Avenue, Compton, California 90222. Assessor parcel number for the property is 6145-003-902. (Reference Figure 2, Project Site Aerial Location Map.)

Figure 1. Project Regional Location Map

(source: Google Maps)

Figure 2. Project Site Aerial Location

(source: Google Maps)

2.5 PROJECT SPONSOR'S NAME AND ADDRESS

The Olson Company
3010 Old Ranch Parkway, Suite 100
Seal Beach, CA 90740

Contact: Ben Johnson
Director of Development
Cell: (562) 357-5316
Office: (562) 370-2203
Email: bjohnson@theolsonco.com

2.6 GENERAL PLAN DESIGNATION

Current General Plan Land Use Map designation is Low Density Residential with a density of up to 8 dwelling units per acre.

2.7 ZONING

Current Zoning Map designation is RL Low Density Residential.

2.8 DESCRIPTION OF PROJECT

2.8.1 SITE PLAN

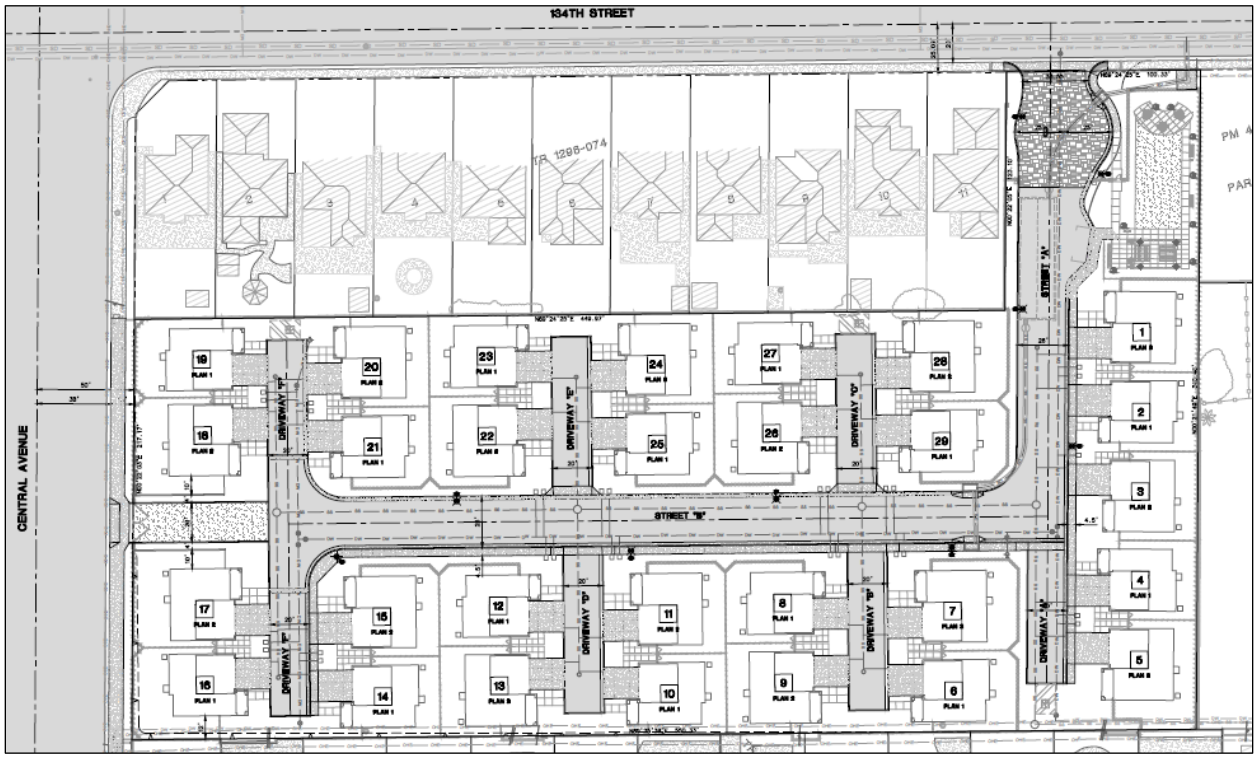
The 134th & Central residential Project would develop the 3.0-acre site into a 29 single-family unit, detached home community. Of the 29 houses, 27 would be market-rate and 2 would be moderate level affordable.

The Project is being developed in a public private partnership with the City of Compton. The Olson Company was selected as the developer through a competitive request for proposal (RFP) process initiated by the City of Compton. The site was purchased in 2011 by the City's former redevelopment agency. It has been approved to transfer to the City's Housing Authority and for the sale to a developer for the construction of a mixed-income residential community. The community would provide affordably priced homes in an area with convenient access to schools, parks, shopping and employment. Target market for the community includes couples, families, and first time homebuyers.

Each house within the 134th & Central community would be two-story with attached two-car garages and driveway apron parking. There would be two floorplans contemplated. Plan 1 is proposed as a 3-bedroom with an optional 4th bedroom, 2.5 bathroom, 1,680 square foot house. One of the Plan 1 houses would be available at a rate affordable to a qualified moderate income homebuyer. Plan 2 is proposed as a 3-bedroom with an optional 4th bedroom, 2.5 bathrooms, 1,797 square feet house. One of the Plan 2 houses would be sold with the 4-bedroom option to a qualified moderate income homebuyer.

Access to the Project would be from 134th Street to a gated private Street "A", which would have a 26-foot paved width, two lanes of travel and a sidewalk on its east side. Street "A" would connect at a T-intersection to private Street "B", which would have a 26-foot width, two lanes of travel and sidewalks on the south side. The private streets would connect to a series of interior driveways, each with a 20-foot paved width. An emergency access to Central Avenue would be located at the western boundary of the Project; this emergency access would be 20 feet wide and approximately 80 feet long, gated, and have a turf-block surface. Reference Figure 3, Concept Project Site Plan and Table 1, Plan Summary.

Figure 3. Project Conceptual Site Plan



(source: The Olson Company)

Table 1: Plan Summary

Plan Type	# Units	Bedrooms	Unit (sf)
P1A	1	3 BD + Opt. 4BD /2.5 BA Moderate Affordable	1,680
P1	13	3 BD + Opt. 4BD /2.5 BA	1,680
P2A	1	4 BD /2.5 BA Moderate Affordable	1,797
P2	14	3 BD + Opt. 4BD /2.5 BA	1,797
Total Units	29		

Open space within the Project consist of both common and private areas. Common areas include a pocket park with turf, benches and shade structure. Enhanced paving would be provided at the Project entry, enhanced landscaping would be provided at the common mailbox area, and all common areas will be landscaped with trees and shrubs. (Reference Figure 4. Project Schematic Landscape Plan.) Private open space areas include private fenced yards at each of the 29 houses.

Existing masonry walls at the Project site's north and south boundaries would be retained. New masonry walls would be constructed on the site's west and east boundaries and along a small section of 134th Street at the planned Project entry to provide privacy and noise attenuation, as discussed in Section 6.13 of this Initial Study.

Figure 4. Project Schematic Landscape Plan

(source: The Olson Company)

2.8.2 PROJECT ARCHITECTURE

Architecture of the Project consists of both a Spanish Colonial style design and a Santa Barbara for the two plans. The Spanish Colonial style house plans have stucco siding, wood trim, concrete "s" roof tiles, porched entry ways, and an earth-toned color scheme. (Reference Figure 5. Project Architecture – Plan 1 – Spanish Colonial, and Figure 6. Project Architecture – Plan 2 – Spanish Colonial.) The Santa Barbara style house plans have stucco siding, concrete "s" roof tiles, porched entry ways, and an earth-toned color scheme. (Reference Figure 7. Project Architecture – Plan 1 – Santa Barbara, and Figure 8. Project Architecture – Plan 2 – Santa Barbara Colonial.) Maximum heights of the houses range from 23.5 to 24.9 feet.

Maximum heights of the Spanish Colonial houses range from 23.5 to 24.9 feet.

Figure 5. Project Architecture – Plan 1 – Spanish Colonial

(source: The Olson Company)

Figure 6. Project Architecture – Plan 2- Spanish Colonial

(source: The Olson Company)

Figure 7. Project Architecture – Plan 1 – Santa Barbara

Figure 8. Project Architecture – Plan 2 – Santa Barbara

2.8.3 GRADING

Development of the proposed single-family community requires demolition of 44,346 square feet of concrete slab and footing and approximately 66,540 square feet of asphalt paving on-site as part of the construction process. Demolition would also include removal of a tubular steel fence along the west edge of the site and scattered landscaping located throughout. Grading for the Project would require mass excavation of 2,500 cubic yards (CY) and over excavation of 28,000 CY of soil. Balancing the site for development will require export of 2,000 CY and import of 1,000 CY of soil.

These demolition and grading activities could create impacts related to air quality emissions, (GHG) greenhouse gas emissions, noise and disturbance of potential on-site hazardous substances. These potential impacts are considered within this Initial Study as part of the Project.

2.8.4 PROJECT ENTITLEMENTS

The Project proposes a Specific Plan and Tentative Tract Map. It would require several entitlements:

- General Plan Amendment Case No. GPA21-0001
- Change of Zone Case No. ZC21-0001
- General Plan Amendment Case No. GPA20-0002
- Change of Zone Case No. ZC20-0002 (134th & Central Specific Plan)
- Tentative Tract Map 83170.

The Project includes a text amendment to the General Plan Land Use Element to include language identifying Specific Plan as land use designation, and to the Municipal Code adding language to facilitate the adoption and implementation of Specific Plans. The current General Plan Land Use Map designation for the Project site is Low Density Residential with a density of up to 8.0 dwelling units per acre, and the current Zoning Map designation is RL-Low Density Residential. Under the RL zoning, minimum lot size is 5,000 square feet and only one unit is permitted per lot. To accommodate the proposed Project density of 9.58 units per acre (29 dwelling units on 3.028 acres), the Applicant is requesting to adopt the 134th & Central Specific Plan which would change both the General Plan and Zoning land use designations to Specific Plan. The 134th & Central Specific Plan proposes a density and development standards consistent with the Project Conceptual Site Plan shown in Figure 3, above.

The proposed Tentative Tract Map would reconfigure the property into common and private use parcels and allow for the sale of the units as condominiums.

Review and approval of these entitlements will require the Planning Commission to recommend and the City Council to make the following findings which are evaluated in Section 6.11 of this Initial Study:

Chapter 30-28 of the Municipal Code specifies the required findings for approval of changes of General Plan Amendments, Zone Changes, and Specific Plans:

a) That the proposed zone and/or land use classification is substantially in conformance with the General Plan and compatible with the existing patterns of zoning, land use and development in the surrounding area;
b) That the property is more suitable for the uses permitted in the proposed zone and/or land use classification than those permitted in the existing zone and/or land use classification; and
c) That the uses permitted in the proposed zone and/or land use classification will not be detrimental to the surrounding area.

Chapter 38-3 of the Municipal Code specifies the required findings for approval of the Tentative Tract Map:

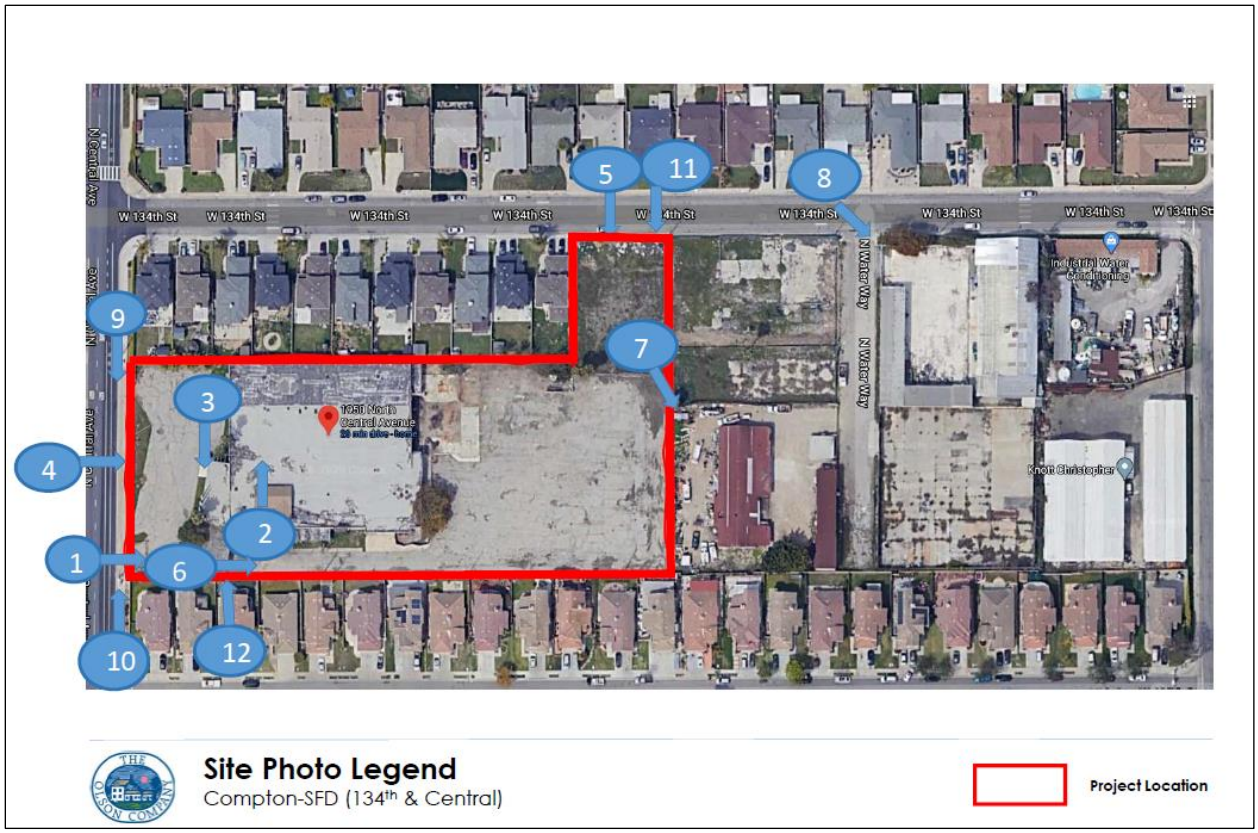
a) That the proposed subdivision for condominium purposes will substantially comply with the new General Plan land use designation and zoning classification with the implementation of the conditions of approval.
b) That the project conforms to the State Subdivision Map Act and the State Seismic Hazards Mapping Act (SHMA) of 1999 and Chapter 28 of the Compton Municipal Code.
c) That the proposed subdivision for condominium purposes is located on a site that is physically suitable for residential development and will serve as a transition development from the heavily trafficked Rosecrans Avenue, eliminate blight and provide greater housing opportunities, and help encourage additional development in the area.

2.9 EXISTING AND SURROUNDING LAND USES

2.9.1 EXISTING LAND USES

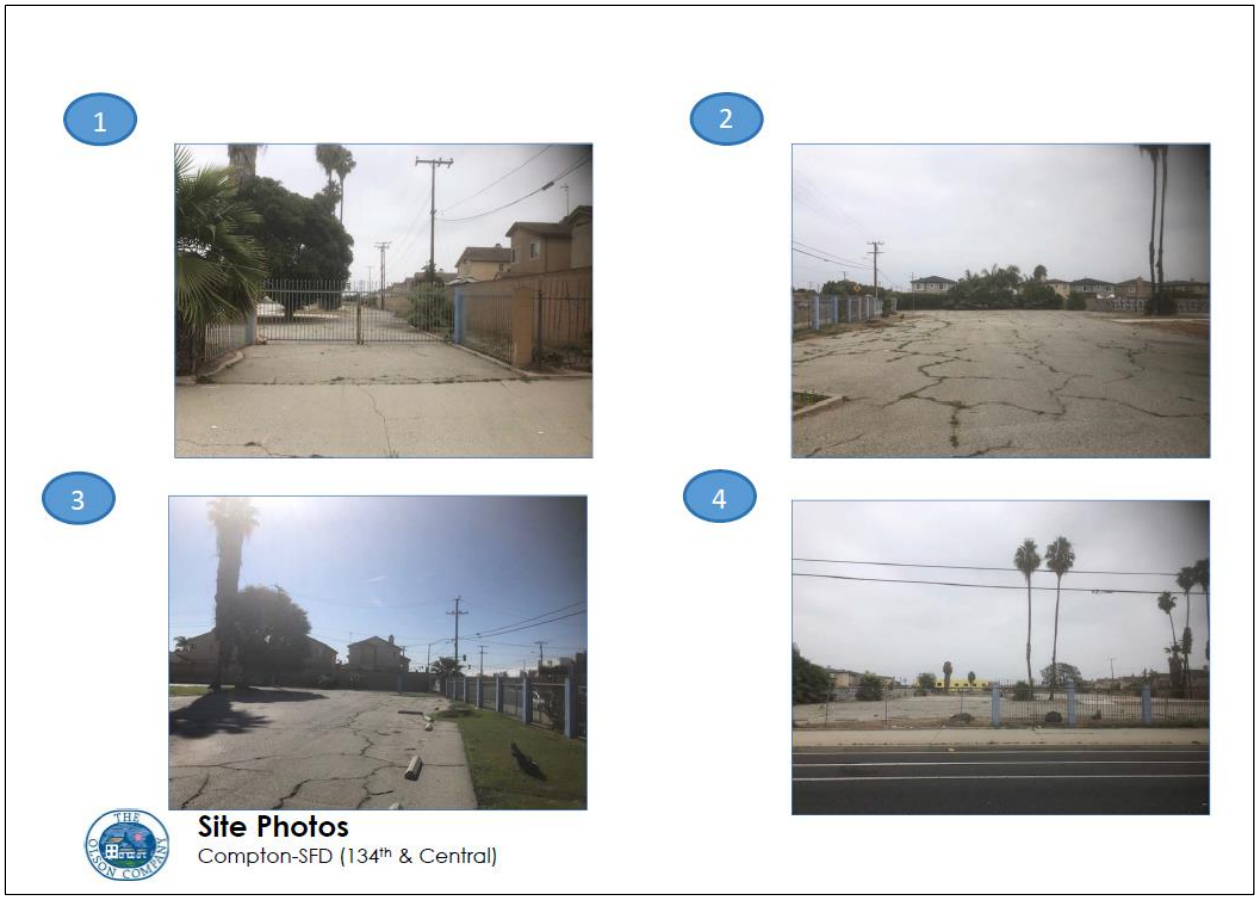
The Project site is currently vacant, with the majority of the site paved with asphalt or covered with concrete, and the remnants of the old building footings and slabs. A small portion of the site contains non-native shrubs and grass. Existing access to the site are from two main access points along the west frontage on N. Central Avenue and a third access is located along the site frontage on W. 134th Street. (Reference Figures 9-12, Site Photo Legend and Site Photos.)

Figure 9. Project Site Photo Legend



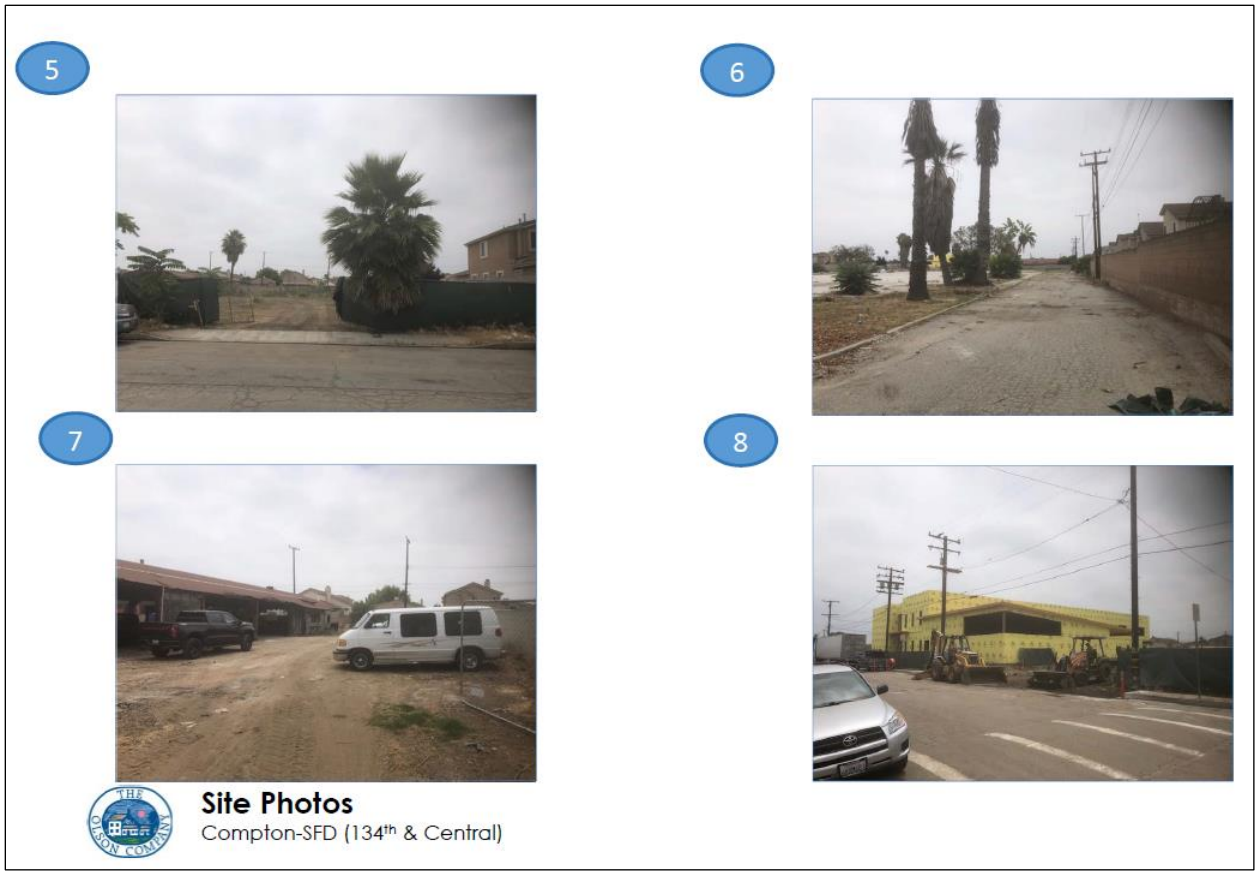
(Source: The Olson Company)

Figure 10. Project Site Photos (1-4)



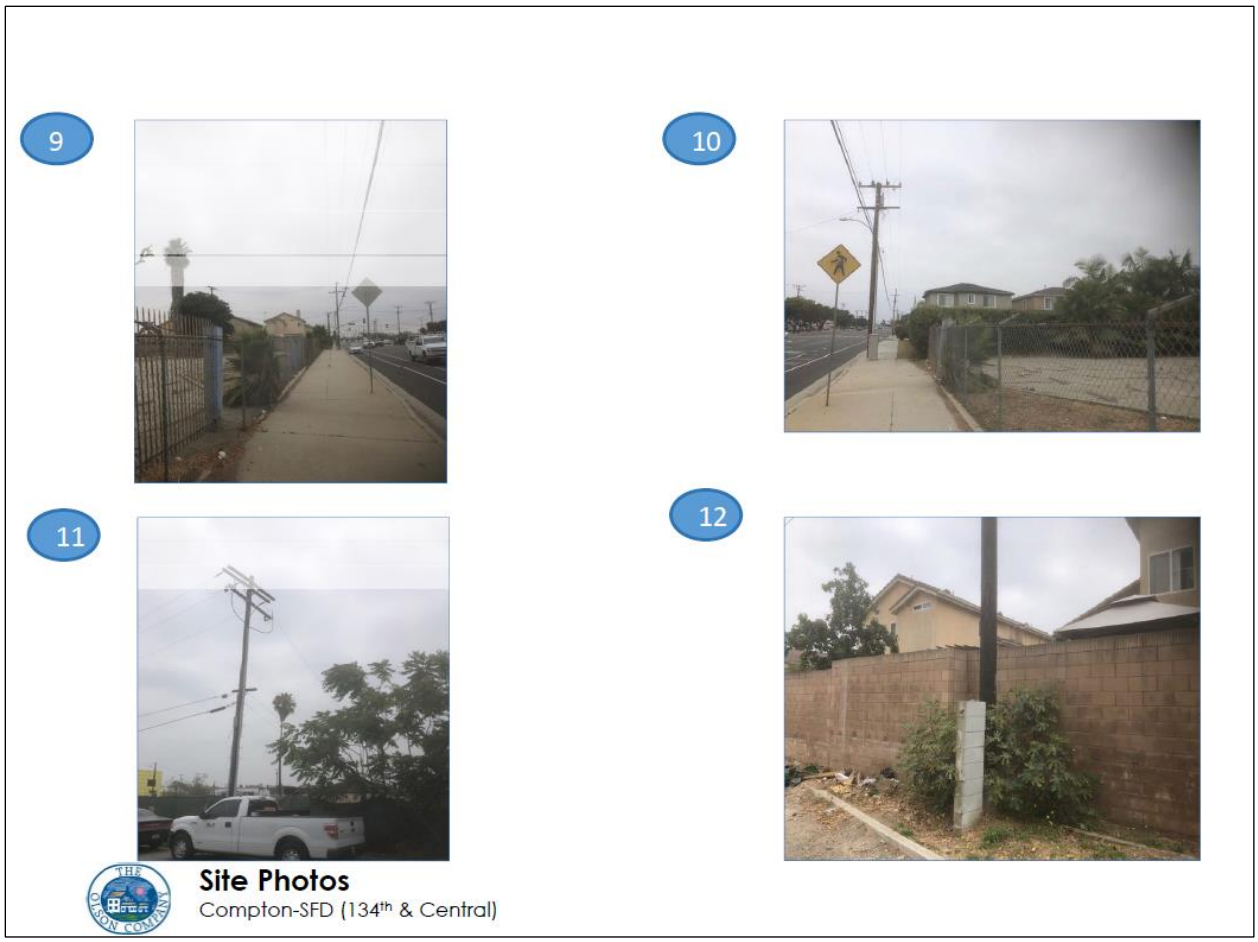
(Source: The Olson Company)

Figure 11. Project Site Photos (5-8)



(Source: The Olson Company)

Figure 12. Project Site Photos (9-12)



(Source: The Olson Company)

Previously, the site contained a 40,000 square foot commercial building, that was built as a bowling alley in 1962. The interior of the building was destroyed by fire in the 1970. The building laid dormant up to 1984, when it was renovated and opened as a Skateland U.S.A., as place where local youths could skate. Within a few months, Skateland became a popular hip-hop venue, and operated as a successful nightclub as well as a skating rink. However, by 1988, neighborhood crime forced the venue to close. The building was used as a storage facility until its permanent closure and demolition.

Historically, the Project site was used for agriculture, predominately orchards, until the 1940s.[1]

**

[1] *Summary of Environmental Site Conditions and Remedial Cost Estimate, 1950 North Central Avenue, Compton, California;* prepared by Stantec Consulting Services, Inc.; April 24, 2020; contained in Appendix C of this document.

2.9.2 SURROUNDING LAND USES

As shown in Figure 13, Aerial of Project Site and Surrounding Area, the Project site is surrounded by single-family residential on the north, south and west. Immediately, north and south of the site, the single-family houses are two-story. (Reference Figure 14, Photos of Surrounding Areas.) The majority of the other surrounding single-family houses are single-story. Immediately east of the site is a vacant property and two one-story structures with trucks and vehicles stored on site. East of N. Water Way, the two-story KIPP School is currently under construction.

The Brickyard development, immediately southwest of the site, is a major industrial redevelopment of 70 acres. Other notable surrounding uses are Centennial High School, located on the east side of N. Central Avenue about 600 feet north of the Project Site, and Enterprise Park, located two blocks west of N. Central Avenue about 800 feet north of the Project site.

Figure 13. Aerial of Project Site and Surrounding Areas

(Source: Google Maps)

Figure 14. Photos of Surrounding Areas

(Source: Google Maps)

2.9.2 CUMULATIVE PROJECTS

City of Compton Community Development Department reports the following active projects in the vicinity of the Project site that could contribute to cumulative impacts. These cumulative projects are considered in cumulative impacts discussions throughout this document.

- Single-Family Detached Project at 13024 Salinas Avenue: 94 Residential units
- KIPP Middle School Middle School at 134th and Water Way: 300 Students
- KIPP Elementary School Elementary School at 134th and Water Way: 500 Students

2.10 OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

Entitlement of the Project will require approval of this Initial Study/Mitigated Negative Declaration by the City of Compton City Council, acting as lead agency. The Project also requires a series of entitlements that will require review and approval by the City of Compton Planning Commission and City Council. These entitlements include: General Plan Land Use Map Amendment, Specific Plan/Zoning Map Amendment, Tentative Tract Map.

No approval from other public agencies will be required.

2.11 HAVE CALIFORNIA NATIVE AMERICAN TRIBES TRADITIONALLY AND CULTURALLY AFFILIATED WITH THE PROJECT AREA REQUESTED CONSULTATION PURSUANT TO PUBLIC RESOURCES CODE SECTION 21080.3.1? If so, has Consultation Begun?

Yes. In correspondence dated June 26, 2020, the Native American Heritage Commission (NAHC) provided the results of a Sacred Lands File check which was positive for potential Native American resources. (Reference Appendix A.) The NAHC advises consultation with the following tribes: Gabrieleno Band of Mission Indians - Kizh Nation; Gabrieleno/Tongva San Gabriel Band of Mission Indians; Gabrielino /Tongva Nation; Gabrielino Tongva Indians of California Tribal Council; Gabrielino-Tongva Tribe; Soboba Band of Luiseno Indians.

On July 13, 2020, letters were sent to representatives of each of the NAHC listed tribes inviting each to request formal consultation. (Reference Appendix B). This consultation process and potential Project impacts to Tribal Resources are discussed in Section 18 of this Initial Study.

NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

SECTION 3.0 – ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/ Soils	☐ Greenhouse Gas	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/ Planning	☐ Mineral Resources
☐ Noise	☐ Population/ Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

SECTION 4.0 – DETERMINATION: (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

☐ I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature Date

SECTION 5.0 – EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the Project falls outside a fault rupture zone.) A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the Project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    a) Earlier Analysis Used. Identify and state where they are available for review.
    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning

ordinances). Reference to a previously prepares or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:
    a) the significance criteria or threshold, if any, used to evaluate each question; and
    b) the mitigation measure identified, if any, to reduce the impact to less than significance.

SECTION 6.0 – ANALYSIS OF ENVIRONMENTAL IMPACTS

The following section the environmental topics contained in the Initial Study, Appendix G of the CEQA Guidelines. For each environmental topic, the thresholds of significance are presented and the finding relative to each threshold is checked. An analysis supporting each finding is then presented along with an assessment of cumulative impacts and applicable mitigation requirements.

6.1 AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant	No Impact
AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X

6.1.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

a) Would the Project have a substantial adverse effect on a scenic vista?

No Impact. The City, including the Project site, is relatively flat. Elevation ranges from approximately 60-75 feet above mean sea level. There are no designated scenic views identified in the City of Compton General Plan (General Plan).

The Project would replace a vacant lot with scattered vegetation with an architecturally cohesive single-family development. Along Central Avenue, the Project proposed landscape plan includes trees and groundcover. The Project would improve the appearance of the Central Avenue along its frontage. Consequently, the Project would not have an adverse effect on a scenic vista.

b) Would the Project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The California Department of Transportation (Caltrans) Scenic Highway Program protects and enhances the natural scenic beauty of California's highways and corridors through special conservation treatment.[2] Caltrans defines a scenic highway as any freeway, highway, road, or other public ROW that transverses an area of exceptional scenic quality. Caltrans designates a scenic highway by evaluating how much of the natural landscape a traveler sees and the extent that visual intrusions degrade the scenic corridor. There are no state highways and no designated scenic highways in the vicinity of the Project site.

The General Plan does not identify Scenic Corridors including Central Avenue. The Project would enhance its frontage along Central Avenue with an architecturally cohesive development and landscape. Central Avenue is not a state scenic highway. Consequently, the Project would not damage scenic resources within a state scenic highway.

c) Would the Project substantially degrade the existing visual character or quality of the site and its surroundings?

No Impact. Figures 9 through 12, above, show the existing condition of the Project site. It is vacant with cracked paving, scattered vegetation and unmaintained fencing. As proposed, the Project would develop architecturally cohesive residential single-family houses, including landscaping and amenities. The Project would be compatible with the existing single-family residential uses north, west and south of the site. The Project would improve the visual character and quality of the site, and no significant adverse impacts to the site or surroundings would occur.

d) Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No Impact. Existing light sources in the vicinity of the Project site include exterior lighting from surrounding mostly residential uses. Vehicles on the adjacent street also have nighttime lighting. The Project would develop 29 single-family houses similar to the existing neighborhoods north, west and south of the site. With the new houses, the Project would create new exterior light sources on the structures, interior private streets and Project entry. Chapter 30-19.5 of the CMC contains

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[2] Scenic Highways | Caltrans; accessed January 20, 2021.

lighting standards for new development. Compliance with this Municipal Code would ensure that the new light sources created by the Project would not create glare or adversely affect the surrounding uses. Consequently, the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

6.1.2 Cumulative Impacts

The analysis determined that the proposed Project would not result in significant adverse aesthetic impacts. By redeveloping the vacant unmaintained site with an architecturally cohesive residential community, the Project would improve the visual character of the site, and surrounding area. It would be consistent with existing residential development north, west and south of the site. Aesthetic impacts are generally site or area specific. The Project would positively impact the visual character of the surrounding area. Consequently, the Project would not result in significant adverse cumulative aesthetics impacts.

6.1.3 Mitigation Measures

The analysis determined that the proposed Project would not result in any significant adverse impacts regarding aesthetics. Consequently, no mitigation is required.

6.2 AGRICULTURE AND FOREST SERVICES

AGRICULTURAL/FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997)prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined in Public Resources Code Section 4526)				X
d) Result in loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

6.2.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

a) Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance?

No Impact. Compton is primarily an urban environment with no agricultural land under commercial cultivation. However, there are two areas of the City adjacent to Greenleaf Avenue that are zoned as residential agricultural. One is the area bounded by E. Greenleaf Avenue, Compton Community College and Tarter Lane is designated as a residential agricultural area. The second area is located north of W. Greenleaf Boulevard between Oleander Avenue and S. Wilmington Avenue, and both sides of Raymond Street on the north. This second area, with the exception of properties on S. Wilmington Avenue, are zoned residential agricultural. These residential agriculture areas in the City are used primarily as single-family homes, small child day-care centers and nurseries. Residents within these areas are allowed to own a limited number of farm animals such as poultry, rabbits, sheep, goats, aviary, horses or cows for private use. These areas are approximately 4 and 2 miles from the Project site, respectively.

Although the Project site was used for agricultural purposes, as an orchard, up to the 1940's, no agricultural uses remain on the site or surrounding areas. The state of California Department of Conservation classifies the Project site and its surrounding areas as "urban and built-up land".[3] Consequently, the Project would not convert farmland to a non-agricultural use.

b) Would the Project conflict with existing zoning for agricultural use or a Williamson Act Contract?

No Impact. The Williamson Act (Cal. Govt. Code, §51200 et seq.) allows county governments to enter into contracts with private landowners who agree to restrict parcels of land to agricultural uses or uses compatible with agriculture for at least ten years. In return, landowners receive property tax assessments that are much lower than normal because they are based upon income derived from farming and open space uses as opposed to full market value of the property. Although, as noted above, there are two areas of the City zoned for residential agriculture, there are no dedicated agriculture use currently within the City and no Williamson Act contracts. Consequently, the Project would not conflict with an agricultural use or Williamson Act contract.

c) Would the Project conflict with existing zoning for or cause rezoning of, forest land?

No Impact. The City, inclusive of the Project site, is developed with urban land uses. There are no forest, timberlands or forest zoning in the City. Consequently, the Project would not conflict with zoning for forest land.

d) Would the Project result in the loss of forest land or the conversion of forest land to a non-forest use?

No Impact. As discussed in Section 6.2.c of this Initial Study, above, the City, inclusive of the Project site, is developed with urban land uses. There are no

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[3]https://maps.conservation.ca.gov/dlrp/ciff/; accessed June 23, 2020.

forest, timberlands or forest zoning in the City. Consequently, the Project would not result in the loss or conversion of forest land.

e) Would the Project involve other changes in the existing environment that, due to their location or nature, may result in conversion of farmland to non-agricultural use

No Impact. As discussed in Sections 7.2.a, b and c of this Initial Study, above, the City, inclusive of the Project site, is developed with urban land uses. There are no exclusive farmlands or forests in the City. Consequently, the Project would not result in the loss or conversion of farmland or forest land.

6.2.2 Cumulative Impacts

There are no agriculture nor forest resources within the City. Consequently, development within the City would not cause impacts to agriculture or forest resources. Similarly, the Project would not result in significant adverse cumulative agriculture and or forest resource impacts.

6.2.3 Mitigation Measures

The analysis indicated that the implementation of the proposed Project would not result in any significant impacts on agriculture and or forest resources. As a result, no mitigation is required.

6.3 AIR QUALITY

AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?		X		
d) Result in other emissions (such as those leading to odors)adversely affecting a substantial number of people?			X	

6.3.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

Data presented in this Air Quality section is based on the "134th & Central Residential Development Air Quality & Greenhouse Impact Study, City of Compton", prepared by RK Engineering Group, Inc. (Air Quality Impact Study) and contained as Appendix D to this Initial Study.

a) Would the Project conflict with or obstruct the implementation of the applicable air quality plan?

Less Than Significant Impact. The City of Compton is within the South Coast Air Basin (SCAB), which is bounded by the Pacific Ocean to the south and west and mountains to the north and east. Air quality in the South Coast Air Basin is managed by the South Coast Air Quality Management District (SCAQMD). The SCAQMD and the Southern California Association of Governments (SCAG) are the agencies responsible for preparing the Air Quality Management Plan (AQMP) for the SCAB. The AQMP was designed to comply with State and federal requirements, reduce the high level of pollutant emissions in the SCAB, and ensure clean air for the region through various control measures.

The regional AQMP is updated periodically with the most recent SCAB AQMP adopted in March 2017 and referred to as the 2016 AQMP. According to the 2016 AQMP, the most significant air quality challenge in the SCAB is to reduce nitrogen oxide (NOx) emissions sufficiently to meet the upcoming ozone standard deadlines. The 2016 AQMP suggests that total SCAB emissions of NOx must be reduced to approximately 141 tons per day (tpd) in 2023 and 96 tpd in 2050 to attain the 8-hour ozone standards. This represents an additional 45 percent reduction in NOx in 2023, and an additional 55 percent NOx reduction beyond 2050 levels.

In compliance with the 2016 AQMP, the SCAQMD establishes air quality emissions thresholds for criteria air pollutants for the purposes of determining whether a project may have a significant effect on the environment per Section 15002(g) of the Guidelines for implementing CEQA. By complying with the thresholds of significance, the Project would be in compliance with the SCAQMD AQMP as well as federal and state air quality standards.

Table 2 lists the air quality significance thresholds for the six criteria air pollutants, including NOx, that are relevant to the Project and analyzed in the Air Quality Impact Study.

Table 2: SCAQMD Regional Significance Thresholds

Pollutant [1]	Construction (lbs/day)	Operation (lbs/day)
NO_X	100	55
VOC	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
SO_X	150	150
CO	550	550

[1] ROG (reactive organic gases); NOx (oxides of nitrogen); CO (carbon monoxide); PM-10 (respirable 10-micron diameter particulate matter); PM-2.5 (respirable 2.5-micron diameter particulate matter; SOx (oxides of sulfur).

As discussed in Section 6.1.b, below, although Project construction and operation would emit air pollutants, these emission levels would not exceed NOx thresholds set by the 2016 AQMP or any of the other air pollutant thresholds set by the SCAQMD and listed above in Table 2. Consequently, the Project impacts relative to consistency with the goals of 2016 AQMP are less than significant.

b) Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard

Less Than Significant Impact. A violation of an air quality standard could occur over the short-term during construction, or over the long-term during its subsequent operation. Each is addressed below.

Construction Impacts: Project construction raises localized ambient pollutant concentrations. Construction air quality impacts are considered significant if they exceed any of the construction thresholds listed in Table 2.

During construction air quality impacts may occur during demolition, site preparation, and construction activities associated with the project. Major sources of emissions during construction include exhaust emissions, fugitive dust generated as a result of soil and material disturbance during site preparation, and grading activities, and painting of the structures.

Table 3 presents the calculation of daily emissions projected for site construction. The calculations presented in the Table are the results of the CalEEMod Model which applies typical construction equipment, labor, phasing and materials to the project, based on its size, location and proposed timing. The CalEEMod Model is not intended as an exact accounting of what equipment will ultimately be used and what emissions are produced by a project. Rather, the model represents a "yard stick" by which projects may be compared on a one-to-one basis. The methodology applied by the CalEEMod Model are based on studies performed by the SCAQMD for construction projects in the southern California. The SCAQMD recommends use of the CalEEMod Model for typical construction projects.

To assess air quality construction impacts for the Project, the Air Quality Impact Study inputted the following assumptions into the CalEEMod Model: Construction of the Project is assumed to begin in year 2021 and last approximately 12 months. Construction phases are assumed to consist of demolition, site preparation, grading, building construction, paving and architectural coating. The demolition phase would consist of demolishing and removing approximately 112,309 square feet of on-site concrete slab, asphalt paving and an existing sidewalk. Grading for the project would require mass excavation of 2,500 cubic yards (CY) and over excavation of 28,000 CY of soil. Balancing the site for development will require export of 2,000 cubic yards and import of 1,000 cubic yards of soil. Construction phases are not expected to overlap.

Construction impacts are estimated by construction phase: demolition, site preparation, grading, building construction, paving and architectural coating. As shown in Table 4, although Project construction would emit air pollutants, these emission levels are within their respective threshold values and the impact is less than significant.

Table 3: Comparison of Projected Construction Emissions and Daily Criteria Values (Pounds/Day)						
Activity	**VOC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Demolition	3.97	40.55	23.82	0.06	9.16	5.73
Site Preparation	3.97	40.56	21.82	0.07	9.16	5.73
Grading	2.36	24.79	17.09	0.03	3.84	2.40
Building Construction	1.96	17.76	17.06	0.03	1.10	0.94
Paving	1.07	9.58	12.94	0.02	0.71	0.51
Architectural Coating	34.00	1.41	1.89	0.00	0.10	0.09
Maximum	**35.07**	**40.56**	**21.82**	**0.07**	**9.16**	**5.73**
SCAQMD Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold (?)	**No**	**No**	**No**	**No**	**No**	**No**

Operational Impacts: The major source of long-term air quality impacts is that associated with the emissions produced from project-generated vehicle trips. Stationary sources add only minimally to these values.

Mobile Source Emissions: To assess the traffic impacts associated with the Project, a traffic impact study was prepared ("134th & Central Residential Development Traffic Study, City of Compton", prepared by RK Engineering Group, Inc. (Traffic Impact Study) and contained as Appendix E to this Initial Study). According to the Traffic Impact Study, the Project is estimated to generate 9.44 average daily vehicle trips (ADT) during the weekday, 9.54 ADT on Saturday, and 8.55 ADT on Sunday.

Stationary Source Emissions: In addition to vehicle trips, the future Project occupants would produce emissions from on-site sources including the combustion of natural gas for space and water heating and the use other heating sources (e.g., hearths). Additionally, the structures would be maintained and this requires repainting over time, thus resulting in the release of additional emissions. Finally, the landscape would require maintenance and this equipment produces combustion emissions.

The resultant emissions are projected by the Air Quality Impact Study CalEEMod computer model and included in Table 4. As discussed above, the CalEEMod Model methodology is based on studies performed by the SCAQMD for typical projects in the southern California and represents a "yard stick" by which projects may be compared on a one-to-one basis. As shown in Table 4, although Project operation would emit air pollutants, these emission levels are within their respective threshold values and the impact is less than significant.

In accordance with SCAQMD methodology, projects that do not exceed or can be mitigated to less than the daily threshold values do not add significantly to a cumulative impact. Neither the construction nor the operation of the Project would exceed the recommended SCAQMD threshold levels and this impact is less than significant.

Table 4: Comparison of Projected Daily Operational Emissions and Daily Criteria Values (Pounds/day)[1]

Activity	VOC	NO_x	CO	SO_2	PM_{10}	PM2.5
Mobile Sources	0.52	2.53	7.03	0.03	2.10	0.58
Energy Sources	0.02	0.21	0.09	0.00	0.02	0.02
Area Sources	1.29	0.45	2.66	0.00	0.05	0.05
Total	**1.83**	**3.19**	**9.78**	**0.03**	**2.17**	**0.64**
SCAQMD Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold (?)	**No**	**No**	**No**	**No**	**No**	**No**

[1] Maximum daily emissions during summer or winter; includes both on-site and off-site project emissions.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact with Mitigation Incorporated. Project construction and operation have the potential to raise localized ambient pollutant concentrations. This could present a significant impact to sensitive receptors if these concentrations were to exceed the State or federal ambient air quality standards at receptor locations. Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. For CEQA purposes, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24-hours or longer, such as residences, hospitals, and schools.

Sensitive receptors are considered vulnerable to emissions if located within 25 meters of a project site. Sensitive uses in or near this range to the Project site are the residential homes located adjacent to the north and south. A school is also in the process of being constructed and is assumed to be operational by the start of project construction.

Localized Significance Thresholds: SCAQMD establishes localized significance thresholds (LSTs) based on the ambient concentrations of applicable air pollutants for source receptor area. SCAQMD has divided the SCAB region into thirty-eight Source Receptor Areas (SRA) for monitoring and reporting local air

quality. The SCAQMD provides daily reports of the current air quality conditions in each general forecast area and SRA, and LSTs are established for each SRA. The Project site is located within the Metropolitan general forecasting area and South Central LA County air monitoring area (SRA-12). LSTs for SRA-12 are shown in Table 5, below.

To measure LSTs, the Air Quality Impact Study utilized SCAQMD's significance tables which measures the approximate amount of pollutants that reach nearby properties. These calculated LST thresholds are presented in Table 5 for both construction and operational emissions. As shown in the Table, emissions would be below levels of significance for construction and operation, with the exception of PM2.5 during Project construction.

In order to ensure the project emissions levels are within the allowable threshold limits, the Air Quality Impact Study recommends a series of measures that are incorporated into Mitigation Measures AQ-1 and AQ-2 below. Inclusion of these measures would reduce all localized construction emissions, and for PM2.5, the reduction would drop the emissions below a level of significance.

Table 5: Comparison of Projected Construction and Operational Emissions to SCAQMD Localized Significance Thresholds[1] (LST) (Pounds/day)

	Pollutant			
	NO_x	**CO**	**PM_{10}**	**PM2.5**
Project Construction Emissions				
Project Construction Maximum Emissions	40.50	21.15	8.95	5.68
LST Construction Thresholds	**80.1**	**484.5**	**9.8**	**5.5**
Exceeds LST Construction Thresholds?	**No**	**No**	**No**	**Yes**
Project Construction Emissions with Mitigation Measures AQ-1 and AQ-2 Added				
Project Mitigated Construction Maximum Emissions	2.23	20.87	6.97	3.86
LST Construction Thresholds with Mitigation	**80.1**	**484.5**	**9.8**	**5.5**
Exceeds LST Construction Thresholds?	**No**	**No**	**No**	**No**
Project Operational Emissions				
Project Operation Emissions	0.79	3.10	0.17	0.09
LST Operational Thresholds	**80.1**	**484.5**	**2.9**	**1.6**
Exceeds LST Operational Thresholds?	**No**	**No**	**No**	**No**

Toxic Air Contaminants: Other potential impacts that could affect sensitive receptors are Toxic Air Contaminants (TACs) is defined as air pollutants that may cause or contribute to an increase in mortality or serious illness, or which may pose a hazard to human health, and for which there is no concentration that does

not present some risk. The primary source of TACs from non-industrial land use development projects would include diesel particulate matter (DPM) generated from diesel exhaust emissions. The Project would consist of residential uses. This type of project does not include major sources of toxic air contaminants (TAC) emissions that would result in significant exposure of sensitive receptors to substantial pollutant concentrations. Therefore, the Project TAC impact is considered less than significant.

CO Hot Spot Emissions: A CO hot spot is a localized concentration of carbon monoxide (CO) that is above the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. At the time of the publishing of the 1993 CEQA Air Quality Handbook, the SCAB was designated nonattainment, and projects were required to perform hot spot analyses to ensure they did not exacerbate an existing problem. Since this time, the SCAB has achieved attainment status and the potential for hot spots caused by vehicular traffic congestion has been greatly reduced. In fact, the SCAQMD AQMP found that peak CO concentrations were primarily the result of unusual meteorological and topographical conditions, not traffic congestion. Additionally, the 2003 SCAQMD AQMP found that, at four of the busiest intersections in SCAB, there were no CO hot spots concentrations.

Furthermore, the Traffic Impact Study (Appendix E), found that all significant Project traffic impacts would be mitigated to less than significant levels. Therefore, the Project would not significantly increase traffic congestion in the vicinity of the site that would lead to the formation of CO Hot Spots. The Project impact to CO Hot Spots is less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. Project construction would involve the use of heavy equipment creating exhaust pollutants from on-site earth movement and from equipment bringing concrete and other building materials to the site. Odors associated with this exhaust would be confined to the immediate vicinity of the equipment itself. By the time such emissions reach any sensitive receptor sites away from the Project site, they will be diluted to well below any level of air quality concern. Additionally, some odor would be produced from the application of asphalt, paints, and coatings. Any exposure to these common odors would be of short-term duration and, while unpleasant and potentially adverse, are not associated with a specific health hazard and are less than significant. Operational odors could be produced from on-site cooking or barbeque typical of a residential use. Because these odors are common in the environment, they would not constitute a significant impact.[4]

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[4] SCAQMD CEQA Air Quality Handbook, Figure 5-4, Land Uses Associated with Odor Complaints identifies potentially significant odor impacts from such uses as agriculture (farming and livestock), a wastewater treatment plant, a food

6.3.2 CUMULATIVE IMPACTS

As discussed above, in accordance with SCAQMD methodology, projects that do not exceed or can be mitigated to less than the daily threshold values do not add significantly to a cumulative impact. Neither the construction nor the operation of the Project would exceed the recommended SCAQMD threshold levels. Consequently, the Project would not create significant cumulative impacts relative to air quality.

6.3.3 MITIGATION MEASURES

The following mitigations are recommended to further reduce potential construction air pollutant impacts to sensitive receptors.

Mitigation Measure AQ-1: **Fugitive Dust Control.**
Timing: Prior and During Construction.
Department Responsible: Community Development.

The project must follow the standard SCAQMD rules and requirements with regards to fugitive dust control, which includes, but are not limited to the following:

1. All active construction areas shall be watered two (2) times daily.
2. Speed on unpaved roads shall be reduced to less than 15 mph.
3. Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.
4. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
5. All operations on any unpaved surface shall be suspended if winds exceed 15 mph.
6. Access points shall be washed or swept daily.
7. Construction sites shall be sandbagged for erosion control.
8. Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
9. Cover all trucks hauling dirt, sand, soil, or other loose materials, and maintain at least 2 feet of freeboard space in accordance with the requirements of California Vehicle Code (CVC) section 23114.
10. Pave or gravel construction access roads at least 100 feet onto the site from the main road and use gravel aprons at truck exits.
11. Replace the ground cover of disturbed areas as quickly possible.
12. A fugitive dust control plan should be prepared and submitted to SCAQMD prior to the start of construction.

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processing plant, a chemical plant, a composting facility, a refinery, a landfill, or a dairy. No significant odor impacts are identified from residential uses.

Mitigation Measure AQ-2:**Construction Management Plan.**

Timing: Prior and During Construction.

Department Responsible: Community Development.

The Project Applicant shall prepare and implement a Construction Management Plan which will include Best Available Control Measures for review and acceptance by the City Building Official. The plan shall include strategies for ensuring the following measures are implemented:

1. Require all construction equipment to have Tier 3 modified to Tier 4 or Tier 4 low emission "clean diesel" engines that include diesel oxidation catalysts and diesel particulate filters that meet the latest CARB best available control technology.
2. Construction equipment shall be maintained in proper tune.
3. All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five (5) minutes or longer.
4. Minimize the simultaneous operation of multiple construction equipment units.
5. The use of heavy construction equipment and earthmoving activity should be suspended during Air Alerts when the Air Quality Index reaches the "Unhealthy" level.
6. Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.
7. Establish staging areas for the construction equipment that are as distant as possible from adjacent sensitive receptors (residential land uses).
8. Use haul trucks with on-road engines instead of off-road engines for on-site hauling.
9. Utilize zero VOC and low VOC paints and solvents, wherever possible.
10. Provide temporary dust barriers or construct perimeter walls during the first phase of construction.

6.4 BIOLOGICAL RESOURCES

BIOLOGICAL RESOURCES. Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Have a substantial adverse effect, either directly or through habitat modification, on any species identified as candidate, sensitive or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Boulevard 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservancy Conservation Plan, or other approved local,				X

BIOLOGICAL RESOURCES. Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
regional, or state habitat conservation plan?				

6.4.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

a) Would the Project adversely impact either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. The City is largely urbanized. Natural resources within the City include the Compton Creek, which is located about 0.3 to 10 miles south and east of the Project site. Compton Creek has a soft-bottom portion with a wetland habitat. Vegetation in the creek wetland includes cattails and aquatic grasses. Animal life includes killdeer, red-winged blackbirds and great blue heron. Special interest/sensitive animal species identified as potentially occurring in the creek area is the Pacific pocket mouse (Perognathus longimembris pacificus). The special interest/sensitive plant species identified as potentially occurring in the area includes the southern tarplant (Centromadia parryi ssp. australis), the Coulte's goldfields (Lasthenia glabrata ssp. coulteri), the Parish's brittlescale (Atriplex parishii), the coastal dunes milk-vetch (Astragalus tener var. titi), the Brand's phacelia (Phacelia stellaris); the spreading navarretia (Navarretia fossalis), the prostrate navarretia (Navarretia prostrata), and the California orcutt grass (Orcuttia californica). No rare or endangered plant species are known to currently exist in the City.

The Project site is disturbed and covered with paving and scattered non-native shrubs and trees. Surrounding areas are fully urbanized, and as noted above, there are no species identified as endangered, candidate within the City, and special interest and sensitive species are located away from the site in the Compton Creek area. Consequently, no significant impact would occur to any sensitive species designated by the resources agencies as a result of Project implementation.

b) Would the Project have a substantial impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. As noted above, the Project site is disturbed and developed with residential structures. Onsite vegetation consists of weeds, and scattered non-

native shrubs and trees. Surrounding areas are fully urbanized. No riparian habitat or other sensitive natural community are known to occur on the site or surrounding area. The one natural habitat area identified in the General Plan is Compton Creek located about 0.3 to 10 miles south and east of the Project site. Consequently, Project implementation would not result in significant adverse impacts to riparian or other sensitive natural community.

c) Would the Project have a substantial impact on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, streams, lakes, and bogs. According to the USFWS National Wetlands Mapper[5], there no wetlands within the vicinity of the Project site. As discussed above, the one identified wetland in the City is Compton Creek located 10 miles southeast of the Project site. Consequently, the Project would not cause a substantial adverse effect on federally protected wetlands.

d) Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites?

Less Than Significant. As discussed above, the Project site is surrounded by urban land uses and does not contain identified native or sensitive species, riparian or sensitive habitats or wetlands. There are a number of non-native trees on the site, but because they are surrounded by urban uses, the trees are unlikely to provide suitable habitat, including nesting habitat, for migratory birds under the federal Migratory Bird Treaty Act (MBTA) and under Section 3513 et. seq. of the CDFW Code.[6] The site is mostly paved and does not provide the large dirt fields that support burrowing owls. Consequently, Project impacts regarding substantial interference with the movement of a species would be less than significant.

e) Would the Project conflict with any local policies or ordinances, protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. Existing vegetation on the site consists of weeds, and scattered shrubs and trees. Neither the General Plan nor Municipal Code contain policies identifying or protecting specified tree species. Consequently, the Project would not conflict with a policy that protects biological resources such as a tree preservation policy.

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[5] http://www.fws.gov/wetlands/data/mapper.HTML; accessed June 23, 2020.

[6] Migratory birds include all native birds in the United States, as listed in 50 CFR (Code of Federal Regulations) 10.13 (List of Migratory Birds).

f) Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

No Impact. The City does not have any adopted Habitat Conservation Plans, Natural Community Conservation Plans or other conservation plans within its corporate boundaries. Consequently, the Project would not conflict with provisions of an adopted Habitat Conservation Plan or Natural Community Conservation Plan.

6.4.2 Cumulative Impacts

The proposed Project would not involve any loss of protected habitat since no such habitat is found within the Project site's boundaries. As a result, no significant cumulative impacts on biological resources will be associated with the proposed project's implementation.

6.4.3 Mitigation Measures

The Project would not have significant impacts relative to biological resources, and no mitigation is required.

6.5 CULTURAL RESOURCES

CULTURAL AND RESOURCES. Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X		
c) Disturb any human remains including those interred outside of formal cemeteries?		X		

6.5.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

a) Would the Project cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5 of the CEQA?

No Impact. The CEQA Guidelines, Section 15064.5, define "historic resources" to include the following:

(1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4850 et seq.).

(2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant.[7]

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of

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[7] California Public Resources Code Section 5020.1(k), Section 5024.1(g).

Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4852) including the following:

(A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; (B) Is associated with the lives of persons important in our past; (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or (D) Has yielded, or may be likely to yield, information important in prehistory or history.

Compton is located on one of the oldest communities in Los Angeles County, dating back to 1784, when it was once a part of Rancho San Pedro. One of Compton's first homes, the Heritage House was built in 1869 and is a State Historic Landmark, and located 2 miles southeast of the Project site. Other historical sites include the First United Method Church, which is the second oldest protestant church in Southern California and located 4 miles southeast of the Project site; Angeles Abbey Mausoleum located in the Angeles Abbey Cemetery at 1515 E. Compton Boulevard in a county unincorporated section of Compton, and 3 miles east of the Project site; and Woodlawn Cemetery located at 1715 W. Greenleaf which is the final resting place of 18 civil war veterans, and has been a Los Angeles County Historic Landmark since 1946 and located one mile south of the Project site.

To identify potential archaeological and historic resources on the Project site and its vicinity, a records search by the South Central Coastal Information Center (SCCIC) was conducted and the results are summarized in a July 24, 2020 letter from SCCIC, contained in Appendix F of this Initial Study document. The SCCIC search included a review of all recorded archaeological and built-environment resources as well as a review of cultural resource reports on file. In addition, the SCCIC search reviewed California Points of Historical Interest (SPHI), the California Historical Landmarks (SHL), the California Register of Historical Resources (CAL REG), the National Register of Historic Places (NRHP), the California State Built Environment Resources Directory (BERD), and the City of Los Angeles Historic-Cultural Monuments (LAHCM) listings within the vicinity of the Project site. The SCCIC letter does not identify any historic resource within or adjacent to the site. Consequently the Project site is not located in close proximity to a designated historic resource.

As discussed in Section 2.9.1 of this Initial Study, the site previously contained a 40,000 square foot commercial building, that was built as a bowling alley in 1962. The interior of the building was destroyed by fire in the 1970, and it laid dormant up to 1984, when it was renovated and opened as a Skateland U.S.A., as place where local youths could skate. Within a few months, Skateland became a popular hip-hop venue, and operated as a successful nightclub as well as a skating rink. However, by 1988, neighborhood crime forced the venue to close. The building, which had no historic recognition, was used as a storage facility until its permanent closure and demolition in 2015. Consequently, no historic resources are located on or near the Project site, and the Project would not result in an impact to a historical resource.

b) Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?

Less Than Significant with Mitigation Incorporated. This Section discusses potential impacts to other "unique archaeological resources" which are defined by §15064.5 of the CEQA Guidelines as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

(1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
(2) Has a special and particular quality such as being the oldest of its type or the best available example of its type.
(3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

As summarized in the SCCIC letter (Appendix F of this Initial Study), no archaeological studies have been conducted in the Project area and as a result, no archaeological resources have been identified. SCCIC notes that buried resources could potentially be unearthed during Project grading activities, and therefore, customary caution and a halt-work condition should be in place for all ground-disturbing activities. In the event that any evidence of cultural resources is discovered, all work within the vicinity of the find should stop until a qualified archaeological consultant can assess the find and make recommendations. Mitigation Measure CUL-1, below, is added to the Project to incorporate SCCIC's recommendations and protect potential archaeological resources. With inclusion of these measures, potential impacts relative to archaeological resources would be reduced to less than significant levels.

c) Would the Project disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant with Mitigation Incorporated. As discussed in Section 6.5.b, above, the Project site is not within the vicinity of identified archaeological resources, has already been graded and developed, and does not include substantial excavation. There are no cemeteries within Compton. However, similar to many communities within the region, Native Americans historically occupied the region. Should human remains be encountered during Project grading and construction activities, pursuant to state of California Health and Safety Code provisions (notably § 7050.5-7055), all construction activities must cease and the Los Angeles County Coroner, City Community Development Department and Police Department be immediately contacted. Mitigation Measure CUL-2, below, is added to the Project to reduce the potential impacts related to encountering or disturbing human remains to less than significant levels.

6.5.2 CUMULATIVE IMPACTS

The Project, and each of the cumulative projects identified in Section 2.9.2 of the document, are infill projects. Impacts to cultural resources from infill projects are

generally site specific. Each cumulative project in the vicinity of the Project site will be subject to its own environmental review, including a site specific cultural resource assessment. Consequently, no significant cumulative impacts relative to cultural resources would occur as a result of the Project.

6.5.3 MITIGATION MEASURES

The following mitigation will be required to protect potential archaeological resources:

Mitigation Measure CUL-1: **Unanticipated Discovery of Archaeological Resources.**

Timing: Prior to Issuance of Grading Permits.

Department Responsible: Community Development (Building Division).

If an archaeological resource is encountered during ground-disturbing activities, work within 50 feet of the find must halt and a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology must be contacted immediately to evaluate the find. If the discovery proves to be significant under CEQA, additional work such as data recovery excavation may be warranted. The on-site monitoring shall end when the project site excavation activities are completed, or sooner if the archaeologist indicates that the site has a low potential for archeological resources. During monitoring, the archaeologist shall complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. Following completion of monitoring, the archaeologist shall prepare a summary memorandum of finds, their significance under CEQA and their disposition. (*Note: The California Historical Resources Information System contains a listing of qualified archaeologists at www.chrisinfo.org.)

Mitigation Measure CUL-2: **Unanticipated Discovery of Human Remains.**

Timing: Prior to Issuance of Grading Permits.

Department Responsible: Community Development (Building Division)..

The discovery of human remains is always a possibility during ground-disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the county coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

6.6 ENERGY

ENERGY. Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?				X
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X

6.6.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

a) Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

No Impact. The Project is an infill development, replacing a vacant former commercial site with 29 small lot single-family houses. To accommodate the increased residential density, the Applicant is requesting to change the site's General Plan Land Use Map designation from Low Density to Medium Density Residential which has a density between 8.1 and 17 units per acre, and the Zoning Map designation to Specific Plan following adoption of the proposed 134th & Central Specific Plan. Under the proposed Specific Plan, minimum lot area for each unit would be consistent the Project Conceptual Site Plan, shown in Figure 3. The Specific Plan would accommodate the Project's small lot single-family layout. Medium density residential infill projects such as this Project are by their nature energy efficient. Higher density housing provides housing for more people on less land, and infill housing links to existing infrastructure without the added energy cost of extending roads or water and sewer lines.

In addition, as a new development, the Project would be required to comply with the CBC, including Green Building Code requirements that require energy efficient appliances, low water use plumbing and solar. The Project would incorporate required energy efficient measures such as the following:

- Drip irrigation
- Low flow plumbing fixtures
- Energy efficient appliances and light fixtures
- Net Zero 2020 (enhanced Title 24 standards)

- Solar.

Consequently, the Project would not result in the potentially significant wasteful consumption of energy resources.

b) Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. The General Plan contains a number of policies that promote energy efficiency. The energy related General Plan policies most applicable to the Project include:

- Conservation/Open Space/Parks and Recreation Element Goal 1.0: Reduce air pollution through land use, transportation, and energy use planning.
- Conservation/Open Space/Parks and Recreation Element Policy 1.8: Encourage the use of energy conservation devices in project design and construction to increase energy efficiency and decrease pollution emissions from off-site electrical power plants and on-site natural gas usage.
- Conservation/Open Space/Parks and Recreation Element Goal 3:0: Conserve energy resources through the use of available technology and conservation practices.
- Conservation/Open Space/Parks and Recreation Element Policy 3.1: Encourage innovative site planning and building designs which minimize energy consumption by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials.
- Conservation/Open Space/Parks and Recreation Element Policy 7.4: Encourage use of alternative energy sources including active and passive solar features, and fuel cells, in new residential construction.

As noted above, the Project would incorporate CBC and Green Building Code requirements that require energy efficient appliances, low water use plumbing and solar. Consequently, the Project would not conflict with or obstruct a plan for renewable energy or energy efficiency.

6.6.2 Cumulative Impacts

As an infill development built in accordance with the CBC, the Project would not have adverse impacts relative to energy. Other development projects within the City would be required to incorporate energy efficient measures consistent with the CBC and City policies. As a result, no significant cumulative impacts relative to energy will be associated with the proposed Project's implementation.

6.6.3 Mitigation Measures

The analysis indicated that the implementation of the proposed Project would not result in any significant impacts relative to energy. As a result, no mitigation is required.

6.7 GEOLOGY AND SOILS

GEOLOGY AND SOILS. Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?				X
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X

GEOLOGY AND SOILS. Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X

6.7.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

a) Would the Project cause exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault (as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault), ground-shaking, liquefaction, or landslides?

(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Map issued by the State Geologist for the area or base on other substantial evidence of a known fault?

No Impact. The City of Compton is within the seismically active Southern California region. As discussed in the General Plan Public Safety Element, major faults in the region include the Whittier/Elsinore, Norwalk, Newport/Inglewood, Santa Monica, Sierra Madre, Palos Verdes, and San Andreas faults. The Newport – Inglewood Fault Zone is the only active fault zone that lies within the City of Compton. The fault zone is runs through the southwest corner of Compton, and at its closest is 2 miles southwest of the Project site. There are no designated Alquist-Priolo Special Studies Zones found within the City. Consequently, Project impacts related to rupture of a known earthquake fault as delineated on the Alquist-Priolo Earthquake Fault Map would not be significant.

ii) Strong seismic ground shaking?

Less Than Significant Impact. As discussed above, the site is situated in a seismically active area and near several seismically active faults that could generate ground shaking in Compton. As required by the CBC, geotechnical and soils studies are required prior to Project grading. Project construction must then comply with the requirements of the approved geotechnical report and CBC. Compliance with these measures would mitigate potential adverse impacts from strong seismic ground shaking. Consequently, Project impacts related to rupture of a known earthquake fault would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction can be defined as the loss of soil strength or stiffness due to a buildup of pore-water pressure during a seismic event and is associated primarily with relatively loose, saturated fine- to medium-grained unconsolidated soils. Seismic ground shaking of relatively loose, granular soils that are saturated or submerged can cause the soils to liquefy and temporarily behave as a dense fluid. A relatively shallow groundwater table (within approximately 40 feet or less below ground surface) or completely saturated soil conditions that contribute to liquefaction.

Historical high ground water in Compton ranges from twenty feet west of the Compton Creek, to eight feet near Compton College north to the boundaries of the City. Compton's soil is part of alluvial fan deposits in the region which form when a fast flowing stream flattens, slows, and spreads out. Because historical ground-water levels in the City are within 40 feet of the surface where there is the presence of loose, sandy soils, these deposits are susceptible to liquefaction. Figure PS-1 of the General Plan Public Safety Element shows that a large area of the City, including the Project site.

A geotechnical study prepared for the Project found, based on soil samples, that groundwater at the Project site was not encountered in exploratory borings to the maximum depth of 51.5 feet below the existing ground surface.[8] The study identified the depth of historic groundwater for the site to be in excess of 100 feet and found a low potential for liquefaction on the Project site. As discussed above, Project construction must comply with the requirements of the approved geotechnical report and CBC. Compliance with these measures would reduce potential adverse impacts from potential liquefaction areas. Consequently, Project impacts related to seismic-related ground failure including liquefaction are less than significant.

iv) Landslides?

No Impact. Landslides occur in areas of slope and are one of the hazards left behind by an earthquake. A potential for slope failure within the City occurs along the southern banks of the Compton Creek near Artesia Boulevard, approximately 4 miles southeast of the Project site. Project construction must comply with the requirements of the approved geotechnical report and CBC, and compliance with these measures would reduce potential adverse impacts from earthquakes. Consequently, given the site's 4 mile distance from the identified area of potential slope failure, Project impacts related to landslides would not be significant.

b) Would the Project cause substantial soil erosion or the loss of topsoil?

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[8] "Geotechnical Due-Diligence Investigation and Percolation Study, Proposed Multi-Family Residential Development, 1950 North Central Ave, Compton, California", prepared by Albus-Keefe & Associates; contained in Appendix I.

No Impact. Topsoil is generally defined as the upper, outermost layer of soil, usually the top 5–10 inches with a high concentration of organic matter and microorganisms. The Project site was previously developed with a commercial building and is currently covered by paving and scattered non-native vegetation. The Project would remove the paving and vegetation, grade to install underground utilities, and cover the site with buildings, paving and landscaping. Consequently, the potential Project impacts relative to soil erosion or loss of topsoil would not be significant.

c) Would the Project cause location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact. As discussed above, much of the City, including the Project site is in an area susceptible to liquefaction. Project construction must comply with the requirements of the approved geotechnical report and CBC. Compliance with these measures would reduce potential adverse impacts from potential unstable soils or liquefaction areas. Consequently, Project impacts related to unstable soils, including liquefaction or collapse liquefaction are less than significant.

d) Would the Project be located on expansive soil, creating substantial risks to life or property?

Less Than Significant Impact. Expansive soils are generally defined as soils that expand when water is added, and shrink when they dry out. This continuous change in soil volume can cause homes built on this soil to move unevenly and crack. A geotechnical study prepared for the Project found (Appendix I) found that the soils on the site have a low expansion potential. As part of subsequent geotechnical and soils studies required for Project development, testing for soil expansion would be conducted. These studies would ensure that any potential for expansive soils are identified and if required the project geotechnical report would recommend remediation. Consequently, Project impacts related to expansive soils are less than significant.

e) Would the Project cause soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. An existing City sanitary sewer line runs along the southern boundary of the site. The Project proposes to connect to the existing sewer line. The Project would connect to the existing public sewer line and not use septic tanks or an alternative wastewater disposal system.

f) Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. The Project site is located within an urbanized area of Compton and the site and surrounding area have been previously graded and developed. Any near-surface paleontological resources that may have existed at one time have

likely been disturbed and/or destroyed by prior development activities. The existing condition of the site is generally flat, and Project grading would be limited to excavation as needed to lay out utility lines and flatten pads. No identified unique geologic features have been identified on or near the site. Consequently, the Project would not destroy a unique paleontological resource or site or unique geologic feature.

6.7.2 Cumulative Impacts

The potential cumulative impacts related to geology and soils for infill projects are site specific. Furthermore, the analysis presented above determined that the implementation of the Project would not result in impacts to geology or soils. Consequently, no significant cumulative impacts relative to geology or soils are expected to occur as a result of the Project.

6.7.3 Mitigation Measures

The Project would not have significant impacts relative to geology and soils, and no mitigation is required.

6.8 GREENHOUSE GAS EMISSIONS

GREENHOUSE GAS EMISSIONS. Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?			*X*	

6.8.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

Data presented in this Greenhouse Gas Emissions section is based on the "134th & Central Residential Development Air Quality & Greenhouse Impact Study, City of Compton", prepared by RK Engineering Group, Inc. (Air Quality Impact Study) and contained as Appendix D to this Initial Study.

a) Generate greenhouse gas emissions either directly or indirectly, that may have a significant impact on the environment.

Less Than Significant Impact. Greenhouse gases (GHGs) comprise less than 0.1 percent of the total atmospheric composition, yet they play an essential role in influencing climate. Greenhouse gases include naturally occurring compounds such as carbon dioxide (CO2), methane (CH4), water vapor (H2O), and nitrous oxide (N2O), while others are synthetic. Man-made GHGs include the chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), as well as sulfur hexafluoride (SF6). Different GHGs have different effects on the Earth's warming. GHGs differ from each other in their ability to absorb energy (their "radiative efficiency") and how long they stay in the atmosphere, also known as the "lifetime".

To provide guidance to local lead agencies on determining significance for greenhouse gas (GHG) emissions in their CEQA documents, the SCAQMD has developed Interim CEQA Greenhouse Gas (GHG) Significance Thresholds, December 2008. The purpose of the SCAQMD thresholds of significance is to assist local agencies with determining the impact of a project for CEQA. SCAQMD's objective in providing the GHG guidelines is to establish a performance standard that will ultimately contribute to reducing GHG emissions below 1990 levels, and thus achieve the requirements of the California Global Warming Solutions Act (AB 32).

The SCAQMD interim thresholds describe a five-tiered approach for determining GHG Significance Thresholds.

Tier 1 - If a project is exempt from CEQA, project-level and cumulative GHG emissions are less than significant.

Tier 2 - If the project complies with a GHG emissions reduction plan or mitigation program that avoids or substantially reduces GHG emissions in the project's geographic area (i.e., city or county), project-level and cumulative GHG emissions are less than significant.

For projects that are not exempt or where no qualifying GHG reduction plans are directly applicable, SCAQMD requires an assessment based on the following tiers.

Tier 3 - Consists of screening values that are intended to capture 90 percent of the GHG emissions from projects. If a project's emissions are under the screening thresholds, then the project is less than significant. For residential projects, SCAQMD sets a screening value threshold of 3,000 MTCO2e/year. This is the threshold previously in the City of Compton.

Tier 4 - Includes three performance standard compliance options to demonstrate that a project is not significant for GHG emissions.

Tier 5 – involves implementing off-site mitigation or the purchasing of offsets to reduce GHG emissions to less than the proposed screening level. The project proponent would be required to provide offsets for the life of the project, which is defined as 30 years.

Consistent with the approach typically applied by the City of Compton, the Air Quality Impact Study applies the Tier 3 threshold for residential uses of 3,000 MTCO2e/year, and used the CalEEMod to calculate both construction and operational GHG emissions.

Construction: As presented in the Air Quality Impact Study, greenhouse gas emissions are estimated for on-site and off-site construction activity using the CalEEMod. Table 6 shows the construction greenhouse gas emissions, including equipment and worker vehicle emissions for all phases of construction. Because impacts from construction activities occur over a relatively short-term period of time, they contribute a relatively small portion of the overall lifetime project GHG emissions. By itself, the construction activities from this Project are less than significant when compared to the thresholds recommended by SCAQMD. However, SCAQMD recommends that construction emissions be amortized over a 30-year project lifetime and added to the overall project operational emissions. As demonstrated in the Table, total construction emissions would be 300.57 Mtons of CO_2e or 10.02 Mtons averaged over 30 years. These estimated Project construction GHG emissions are added to operational GHG emissions in Table 7, below.

Table 6: Construction-Related Greenhouse Gas Emissions (Mtons/year)

Activity	Emissions (MTons $C0_2e$)[1]		
	On-site	**Off-site**	**Total**
Demolition	34.24	20.99	55.23
Site Preparation	5.06	0.27	5.33
Grading	7.88	0.45	8.33
Building Construction	256.37	19.96	276.33
Paving	8.25	0.95	9.20
Architectural Coating	1.28	0.10	1.38
Total	278.84	21.73	300.57
Amortized over 30 years[2]	9.29	0.72	10.02

Notes:
[1] $MTCO_2e$ = metric tons of carbon dioxide equivalents (includes carbon dioxide, methane, nitrous oxide, and/or hydroflurocarbons).
[2] The emissions are averaged over 30 years and added to the operational emissions, pursuant to SCAQMD recommendations.

Site Operations: During Project operation, the majority of greenhouse gas emissions, and specifically CO_2, is due to vehicle travel and energy consumption. As shown in Table 7, total operational emissions, including amortized construction emissions, would be 466.75 Mtons of CO_2e, below the 3,000 Mtons threshold and therefore below a level of significance.

Table 7: Operational Greenhouse Gas Emissions (Mtons/year)

Emission Source	Unmitigated GHG Emissions ($MTCO_2e$)[1]
Mobile Source	406.01
Energy Source	122.99
Area Source	6.68
Water	15.18
Waste	17.73
Construction (30 year average)	10.02
Total Annual Emissions	**466.75**
SCAQMD Tier 3 Screening Threshold[2]	3,000
Exceed Tier 3 Threshold?	No

Notes:

Table 7: Operational Greenhouse Gas Emissions (Mtons/year)	
Emission Source	**Unmitigated GHG Emissions ($MTCO_2e$)**[1]
[1] $MTCO_2e$ = metric tons of carbon dioxide equivalents [2] Per South Coast Air Quality Management District (SCAQMD) Draft Guidance Document - Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008	

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Less Than Significant Impact. In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill (AB) 32; California Health and Safety Code Division 25.5, Sections 38500, et seq.), which requires the California Air Resources Board (CARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide greenhouse gas emissions are reduced to 1990 levels by 2020 (representing an approximate 25 percent reduction in emissions). Statewide strategies to reduce GHG emissions include reduced building emission requirements specified in the 2013 Building and Energy Efficiency Standards and California Green Building Standards Code.

Additionally, the California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the Connect SoCal Plan functions as the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) providing a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. Infill development is included as a strategy for achieving SB375 compliance. Consequently, the Project would not conflict with policies or regulations aimed at reducing greenhouse gas.

6.8.2 Cumulative Impacts

The analysis indicated that the implementation of the proposed Project would not result in any significant impacts relative to greenhouse gas emissions. It is an infill project replacing a previously commercial operation with 29 homes built to contemporary Green Building Code requirements. Consequently, no significant cumulative impacts relative to no greenhouse gas mitigation is expected to occur as a result of the Project.

6.8.3 Mitigation Measures

The Project would not have significant impacts relative to greenhouse gas emissions, and no mitigation is required.

6.9 HAZARDS AND HAZARDOUS MATERIALS

HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X		
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?		X		
g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires?				X

Data presented in this Hazards and Hazardous Materials section references information contained in the "Summary of Environmental Site Conditions and Remedial Cost Estimate 1950 North Central Avenue, Compton, California", prepared by Stantec Consulting Services, Inc. (contained in Appendix C of this Initial Study); Phase I Environmental Site Assessment 1950 North Central Avenue, Compton, CA 90222, prepared by Stantec Consulting Services, Inc. (contained in Appendix G of this Initial Study); and Phase II Environmental Site Assessment 1950 North Central Avenue, Compton, CA 90222, prepared by Stantec Consulting Services, Inc. (contained in Appendix H of this Initial Study). These three reports are collectively referred to in this Initial Study as "Environmental Site Studies".

a. Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

   Less Than Significant with Mitigation Incorporated. The Project is a proposed residential use and would not create a significant hazard to public health. However, past uses on the Project site may create hazards. To assess these potential hazards, Environmental Site Studies (Appendix C and H) were prepared for the Project site. Three potential sources of hazardous substances were identified:

   - The site was historically used for agricultural purposes (i.e. orchards) until the 1940s. Historic agriculture is often associated with the application of pesticides and herbicides containing heavy metals (i.e., arsenic and lead), which can contaminate soils.

     Arsenic is found in the environment in rocks, soil, water, air, and in biota. Natural concentrations of arsenic in soil typically range from 0.1 to 40 mg/kg. Arsenic has historically been used in a number of industries, including as pesticides and herbicides in agriculture, as pigments for paints and ceramics, and for pulp and paper production. The United States Environmental Protection Agency (EPA) restricts arsenic use in industry because it is associated with a number of serious health hazards, including lung cancer and other lung diseases.

     Lead is naturally present in all soils. It generally occurs in the range of 15 to 40 parts lead per million parts of soil (ppm), or 15 to 40 mg/kg. Lead has historically been used as insecticide in fruit orchards, and in paints and building materials. The EPA restricts lead use in industry because it is associated with neurological damage.

   - A spill of Polychlorinated Biphenyls ("PCBs") reportedly occurred in 2012.

     The Property is listed in California Hazardous Materials Incident Reporting System database for vandalism of two overhead transformers that caused the release of 80 gallons of mineral oil and unknown PCBs on November 1, 2012. Data from City of Compton Fire and Southern California Edison (the transformer owner) regarding the status and cleanup of the PCBs was not available during preparation of the Environmental Site Studies. Due to the

lack of information on this spill and if it was mitigated, this spill as a recognized environmental condition (REC) to the Site.

PCB commercial production started in 1929, and were used widely as an insulating material for electric equipment. The EPA banned PCB use in 1979 because it is associated with a number of health hazards, including cancer and effects on the cardiovascular, hepatic, immune, musculoskeletal, endocrine, gastrointestinal, and dermal systems. with neurological damage.

- The asphalt on the site could contain the stress-absorbing fabric known as Petromat, which often contains asbestos.

  Asbestos are a combination of naturally occurring silicate minerals, which were commercial produced as an insulating and fire resistant material. The EPA restricts asbestos use in industry because it is associated with lung cancer and other lung and chest diseases.

To identify the presence of the above material on the Project site, the Environmental Site Studies included soil samples and testing. The results found that arsenic although present was below EPA screening levels for residential use and no additional actions are required. Lead was detected at levels below EPA screening levels for residential use. However because the lead was identified at near surface level (less than 1.0 foot in depth), removal of the near surface lead impacted soil, approximately 10 cubic yards, is recommended by the Environmental Site Studies. No PCBs nor Petromat was found on site.

To ensure the lead impacted soils are removed, Mitigation Measures HAZ-1 is added to the Project, below. With incorporation of HAZ-1 a, potential Project impacts regarding on-site hazardous materials would be reduced to less than significant levels.

b. Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant with Mitigation Incorporated. As a residential development, the Project is not associated with the transport or use of hazardous materials. As discussed above, levels of arsenic and lead on the site soil or below EPA screening levels for residential uses. No PCBs or Petromat were found on the site. However, because the lead was identified at near surface level (less than 1.0 foot in depth), removal of the near surface lead impacted soil, approximately 10 cubic yards, is recommended by the Environmental Site Studies. This recommendation is incorporated to the Project as Mitigation Measure HAZ-1. With inclusion of these measures, potential Project impacts regarding significant hazards from the release of hazardous materials would be reduced to less than significant levels.

c. Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant with Mitigation Incorporated. Schools near the Project site include the KIPP School currently under construction and located about 100 feet east of the Project site. Centennial High School, located on the east side of N. Central Avenue, is about 600 feet north of the Project Site, As discussed above, the proposed residential Project is not associated with the transport or use of hazardous materials. Based on the Environmental Site Studies, levels of arsenic and lead on the site soil or below EPA screening levels for residential uses, and no PCBs or Petromat were found on the site. As specified by Mitigation Measure HAZ-1, removal of the 10 cubic yards of lead impacted soils would be conducted consistent with applicable regulations, and would not significantly impact the nearby schools. Consequently, Project impacts regarding emitting hazardous emissions, materials, substances or waste within one-quarter mile of a school would be reduced to less than significant levels.

d. Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. The Environmental Phase I Assessment conducted for the Project site did not identify the Project site as being listed as a hazardous materials site pursuant to Government Code Section 65962.5. This finding is supported by the state of California Department of Toxic Substances Envirostar website.[9] Consequently, the Project would not create a significant hazard to the public or the environment pursuant to Government Code Section 65962.5.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?

No Impact. The closest airport to the Project site is Compton/Woodley Airport which is approximately 2 miles southeast. The Compton/Woodley Airport is part of the Los Angeles County airport land use plan (ALUP). Current noise contours for the airport, as well as runway protection zones and airport influence areas, are on shown in Figure 15, Compton/Woodley Airport Noise Contours. The Project site is outside both the 70 and 65 CNEL and outside the runway protection zone.

Noise impacts associated with the Project are presented in the "134th & Central Residential Development Noise Study, City of Compton", prepared by RK Engineering Group, Inc. (Noise Study) and summarized in Section 13, Noise, of this Initial Study, below. The Noise Study identified no airport noise impacts for the proposed Project residential use. Consequently, the Project would not place

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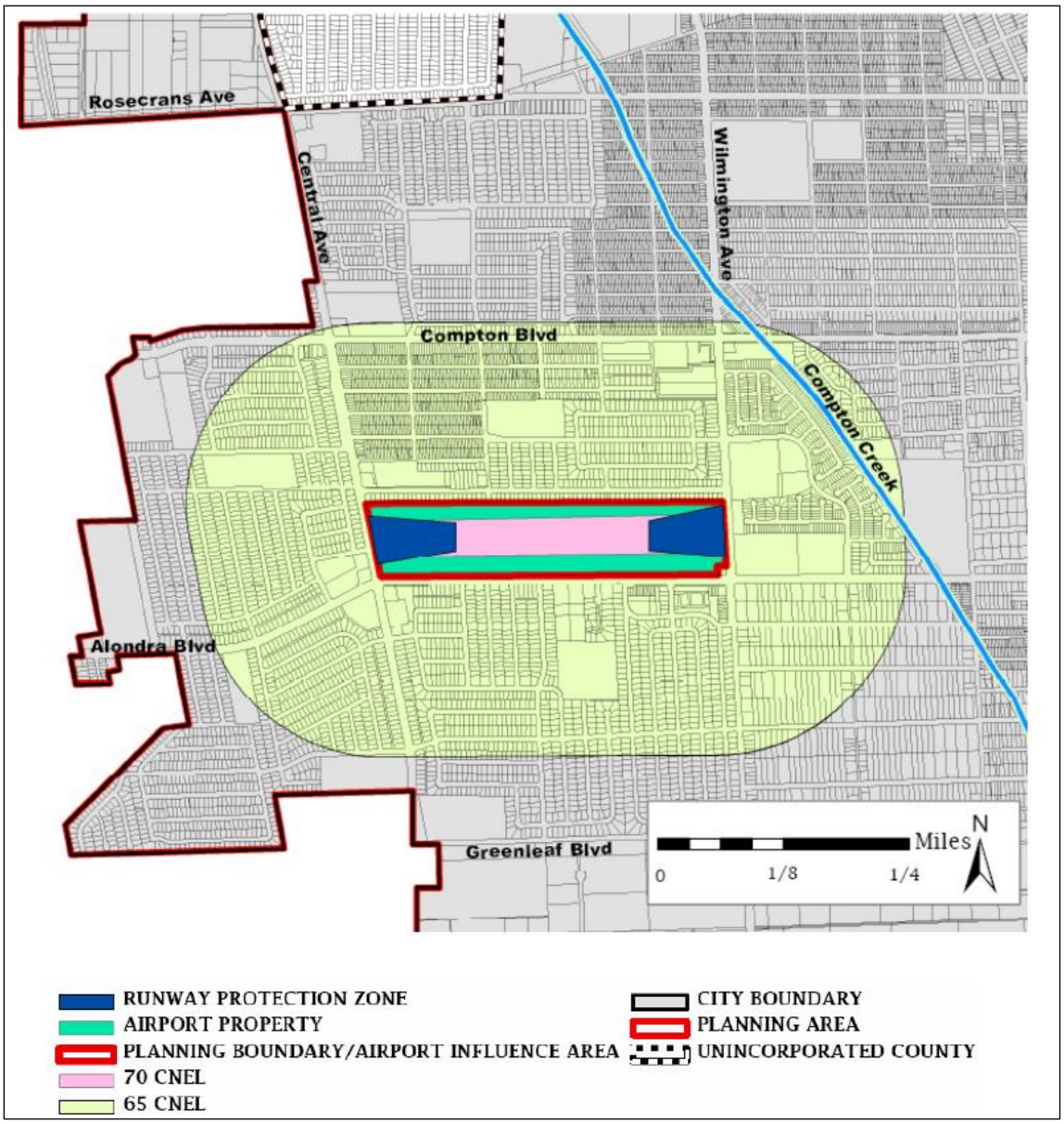
[9] http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global; accessed February 29, 2019.

future residents or workers within an airport safety hazard or excessive noise area, and such impacts would not be significant.

Figure 15. Compton/Woodley Airport Noise Contours



Source: Noise Study (Appendix H)

f. Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant with Mitigation Incorporated. Access to the Project would be from 134th Street to a private Street "A", which would have a 26-foot paved width, two lanes of travel and a sidewalk on its east side. Street "A" would connect at a T-intersection to private Street "B", which would have a 26-foot width, two lanes of travel and sidewalks on the south side. The private streets would connect

to a series of interior driveways, each with a 20-foot paved width. A secondary emergency access to Central Avenue would be provided. (Reference Figure 3, Concept Project Site Plan.) The private street and alleys within the Project site are of adequate width to comply with Compton Fire Department standards, and would not interfere with emergency response or evacuation. The gates at the entrances would be fitted with an Opticom or similar system to allow for emergency vehicles to quickly access the site.

However Project construction activities could temporarily impact street traffic adjacent to the site due to roadway improvements and potential extension of construction activities into the right-of-way. This could reduce the number of lanes or temporarily close certain street segments. Any such impacts would be limited to the construction period and would affect only adjacent streets or intersections, but could raise potential safety concerns for nearby schools and residents. With implementation of construction traffic plan, temporary street closures would not affect emergency access in the vicinity of future developments, and potential impacts would be less than significant. Mitigation Measure HAZ-2 is added to require a construction traffic plan. Consequently, with implementation of Mitigation Measure HAZ-2, the Project would not impair implementation or interfere with the City's emergency response or evacuation plans.

g. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The Project site is neither within nor adjacent to a designated wildland area and would not, therefore, be exposed to the potential for wildland fire. The Compton Fire Department provides fire protection to the City and would respond to fire and/or emergency situations occurring in the project area, including the subject site. Consequently, the Project would not expose people or structure to a significant risk from wildland fires.

6.9.2 Cumulative Impacts

The Project could disturb hazardous materials that were used in the construction of the existing onsite structures. Mitigation Measure HAZ-1 is added to the Project to reduce potential impacts related to hazardous materials to less than significant levels. In addition, Mitigation Measure HAZ-2 is added to require a construction traffic control plan to ensure emergency access routes are not obstructed. Impacts to hazards and hazardous materials are generally site specific and each cumulative project in the City would be subject to its own environmental review, including review of hazards and hazardous materials. As a result, no significant cumulative impacts relative to hazards or hazardous materials will be associated with the proposed Project implementation.

6.9.3 Mitigation Measures

The following measures will be required to mitigate potential Project impacts related to hazards or hazardous materials to less than significant levels:

Mitigation Measure HAZ-1: **Lead in Soil.**

Timing: Prior to Issuance of Building Permits.

Department Responsible: Community Development (Building Division).

Prior to issuance of a building permit for a residential unit, the Applicant shall demonstrate that the approximately 10 cubic yards of near surface lead contaminated soils have been removed and disposed of, in accordance with all applicable laws.

Mitigation Measure HAZ-2: **Traffic Control Plan.**

Timing: Prior to any Work in the Public Right-of-way.

Department Responsible: Public Works.

Prior to any grading or construction activities, the Applicant shall be provide for review and approval of the City Engineer a construction traffic control plan to ensure emergency access routes are not obstructed.

6.10 HYDROLOGY AND WATER QUALITY

HYDROLOGY AND WATER QUALITY. Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?				X
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in a substantial erosion or siltation on- or off-site;				X
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;				X
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or				X
iv) Impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X

6.10.1 Analysis of Environmental Impacts

Data presented in this Hydrology and Water Quality section references information contained in the "Preliminary LID Plan : 1950 N. Central Compton Property, Proposed 29 Single-family Home Development, Compton, California", prepared by Advanced Civil Group, Inc. (Preliminary LID Plan, Appendix K of this Initial Study); and the "Drainage Plan: 1950 N. Central Compton Property, Proposed 29 Single-family Home Development, Compton, California", prepared by Advanced Civil Group, Inc. (Preliminary Drainage Study, Appendix L of this Initial Study).

a) Would the Project violate any water quality standards or waste discharge requirements?

No Impact. In 1972, Congress passed the Federal Water Pollution Control Act, commonly known as the Clean Water Act (CWA), with the goal of "restor[ing] and maintain[ing] the chemical, physical, and biological integrity of the Nation's waters" (33 U.S.C. § 1251(a)). The CWA directs states to establish water quality standards for all "waters of the United States" and to review and update such standards on a triennial basis. The EPA has delegated responsibility for implementation of portions of the CWA, including water quality control planning and control programs, such as the National Pollutant Discharge Elimination System (NPDES) Program, to the California State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCB).

Storm water discharge from development projects is regulated by the CWA and the NPDES permitting program. As required by NPDES, new developments are required to include the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) for the construction phase of a project, and a Water Quality Management Plan (WQMP) or Low Impact Development ("LID") for the operation phase of a project. In the City of Compton, SWPPPs and LIDs are under the jurisdiction of the Los Angeles County Municipal Storm Water (MS4) NPDES Permit No. CAS004001, issued by the Los Angeles Regional Water Quality Control Board (LARWQCB). As a requirement of the LARWQCB, all post development stormwater runoff shall not exceed the pre-development peak flow.

In its current condition, the Project site is approximately 86% impervious surface. Topography varies with elevations of approximately 93 to 99 feet above mean sea level (MSL). Site drainage is flows north toward the existing storm drain in 134th Street. In its existing condition, there are no water quality measures on the site to provide treatment for the storm water runoff that flows from the site. During Project construction, silt and other debris could be generated that could mix with surface water runoff transmitting pollutants into local storm drains, especially when rainfall occurs. During Project operation, water runoff from impervious surfaces (buildings and paving) could similarly send pollutants into local storm drains.

In compliance with the City NPDES requirements, the Project Applicant has submitted the Preliminary LID Plan which presents a plan to control storm water runoff from Project post-construction operations. Post construction, impervious surface of the site would be reduced to approximately 65% of site area. The

Preliminary LID Plan proposes to collect Project runoff via a private drainage system consisting of PVC pipes and area drain inlets. Collected stormwater would be captured in storage system while it infiltrates over time into the ground via a deep infiltration well, which would sit at the lowest downstream point of the site (the northeast corner) near the proposed Project entrance. From there, the filtered storm water would flow into the existing storm drain in 134th Street.

With implementation of this collection and treatment system, the Preliminary LID Plan which serves as the Project preliminary WQMP, finds that there would be no hydrologic conditions of concern from the site. The Project would also be required to submit a SWPPP for City Engineer review and approval prior to construction. With the required preparation and implementation of the SWPPP and WQMP and the decrease in the amount of impervious surface, the Project would improve the quality water discharge from the Site. The Project would have not violate water quality standards and waste discharge requirements.

b) Would the Project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned used for which permits have been granted)?

No Impact. The Project site was previously developed and is largely covered by paving. Similarly, the surrounding area is largely developed and paved. As discussed above, the Project would decrease the amount of impervious surface over existing conditions and would improve groundwater recharge conditions. Groundwater is a primary water supply for the City, followed by Metropolitan Water District of Southern California (MWD) supplies. The Project does not include installation of new groundwater wells or use of groundwater from existing wells. Therefore, development of the Project would not result in a net deficit in aquifer volume or a lowering of the groundwater table. Consequently, the Project would not substantially deplete groundwater supplies or interfere with groundwater recharge.

c) Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site?

No Impact. As discussed above, the Project site and surrounding area are largely developed and with mostly impervious surfaces. The existing site condition drains easterly toward a public storm drain along W. 134th Street. The Project's proposed stormwater collection and treatment system would adequately control the flow and quality of runoff. Consequently, no Project impacts would occur relative to substantial alteration of the existing drainage pattern of the site or area or substantial erosion.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

No Impact. As discussed above, the Project proposed stormwater collection and treatment system would adequately control the flow and quality of runoff. Consequently, the Project would not increase the rate of surface runoff in a manner that would result in any flooding.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

No Impact. As discussed above, the Project would retain the site flow and filter the runoff water in compliance with the Preliminary LID Plan. Consequently, the Project would not exceed capacity of existing stormwater drainage systems or add polluted runoff.

iv) Impede or redirect flood flows?

No Impact. The Project would retain the existing northly drainage flow of the site. Post development, as discussed above, the Project would retain and filter the drainage flow and then convey primary overflow to the existing County storm drain. Consequently, the Project would not impede or redirect flood flows or exceed capacity of existing stormwater drainage systems or add polluted runoff.

d) Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. According to the Preliminary Drainage Study, the Project site is within Flood Zone "X" which indicates an area of minimum flood hazard per the Federal Emergency Management Agency (FEMA) Flood Map. The General Plan Public Safety Element further notes that the City as a whole is in areas of minimal flood risk.

A tsunami is a tidal wave or sea wave caused by seismic activity. Compton is located inland approximately 20 miles from the Pacific Ocean and is not subject to tsunamis. A seiche involves the oscillation of a body of water in an enclosed basin, such as a reservoir, storage tank, or lake. The Whittier Narrows Dam is 19 miles upstream from the Project site and the dam's failure would result in flood waters reaching Compton in approximately 15 hours with a depth of four feet. The Hansen Dam is 30 miles upstream from Compton, and this dam's failure would reach Compton within twenty hours with a depth of one foot. The General Plan Public Safety Element does not identify inundation as a potential risk within the City.

As discussed above, the Project proposed stormwater collection and treatment system would adequately control the flow and quality of runoff. Consequently, the Project would not result in risk of pollutant release during flood hazard, tsunami or seiche.

e) Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. The Project geotechnical study (Appendix I) identified the depth of historic groundwater for the site to be in excess of 100 feet. As discussed above, the Preliminary LID Plan finds that the Project proposed stormwater collection and treatment system would adequately control the flow and quality of runoff, and would not interfere with groundwater recharge. Consequently, the Project would not conflict with or obstruct implementation of a water quality control or groundwater management plan.

6.10.2 Cumulative Impacts

The required preparation and implementation of the LID would reduce potential Project impacts to stormwater runoff and water quality. Each cumulative project listed in Section 2.9.2 of this Initial Study would be subject to a preliminary and final LID similar to the Project. As a result, no significant cumulative impacts relative to hydrology and water quality will be associated with the proposed project's implementation.

6.10.3 Mitigation Measures

The analysis indicated that the implementation of the proposed Project would not result in any significant impacts on hydrology or water quality. As a result, no mitigation is required.

6.11 LAND USE AND PLANNING

LAND USE AND PLANNING. Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X

6.11.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

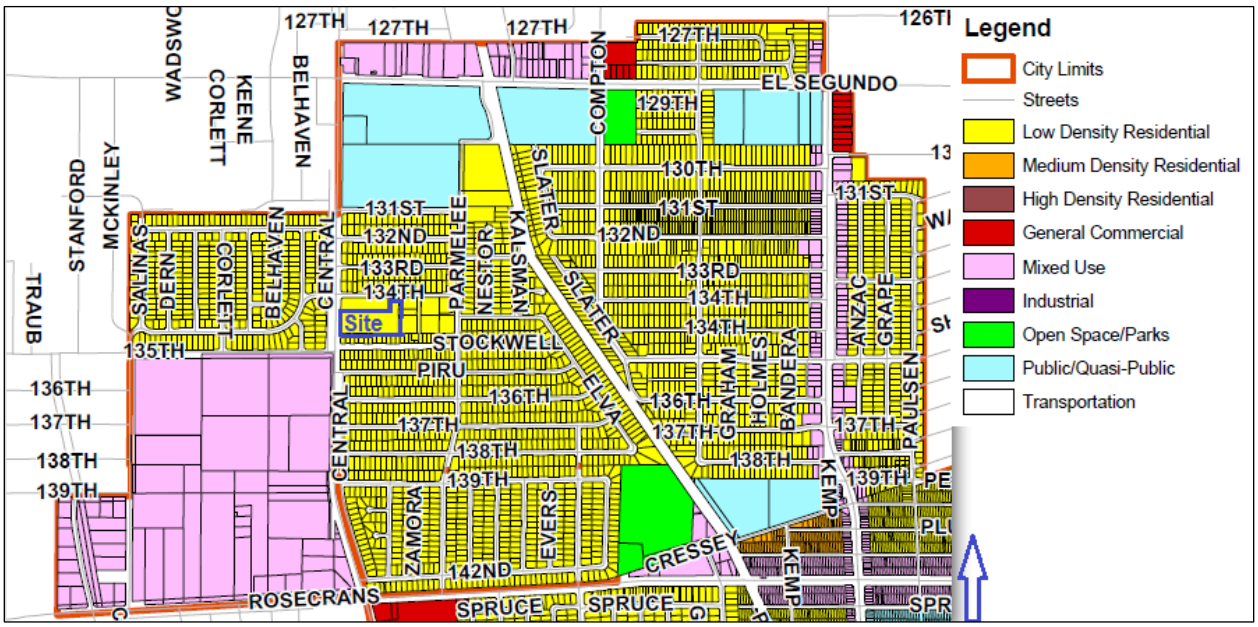
a) Would the Project physically divide an established community?

No Impact. The Project site is currently developed zoned for residential use. It is surrounded by single-family residential on the north, south and west. The Brickyard development, immediately southwest of the site, is a major industrial redevelopment of 70 acres. (Reference Figure 13, Aerial of Surrounding Uses, and Figure 14. Photos of Surrounding Areas.) Previous use of the site was as a commercial use. The Project would redevelop the site with 29 single-family houses.

To accommodate the proposed development, the Project Applicant proposes to change the current General Plan Land Use Map designation for the Project site is Low Density Residential with a density of up to 8.0 dwelling units per acre, and to adopt the 134th & Central Specific Plan which would serve as zoning for the site. Under the RL zoning, minimum lot size is 5,000 square feet and only one unit is permitted per lot. To accommodate the proposed Project density of 9.58 units per acre (29 dwelling units on 3.028 acres), the Applicant is requesting to change the site's General Plan Land Use Map designation to Medium Density Residential which has a density between 8.1 and 17 units per acre, and the Zoning Map designation to Specific Plan. The proposed 134th & Central Specific Plan zoning would accommodate the Project's proposed small lot single-family layout.

As shown Figure 16, below, existing General Plan land use designations surrounding the site are largely residential. Changing the land use designation of the Project site is consistent with the redevelopment of the site and surrounding and proposed mixed uses. Consequently, the Project would not physically divide an established community.

Figure 16. General Plan Land Use Map Existing Designations of Project Site and Surrounding Areas



b) Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. The Project requires the following entitlements:

- General Plan Amendment Case No. GPA21-0001
- Change of Zone Case No. ZC21-0001
- General Plan Amendment Case No. GPA20-0002
- Change of Zone Case No. ZC20-0002 (134th & Central Specific Plan)
- Tentative Tract Condominium Map 83170.

General Plan / Zoning Change: As discussed in Section 2.8.4 of this Initial Study, the Project includes a text amendment to the General Plan Land Use Element to include language identifying Specific Plan as land use designation, and to the Municipal Code adding language to facilitate the adoption and implementation of Specific Plans. The current General Plan Land Use Map designation for the Project site is Low Density Residential with a density of up to 8.0 dwelling units per acre, and the current Zoning Map designation is RL-Low Density Residential. To accommodate the proposed Project density of 9.58 units per acre (29 dwelling units on 3.028 acres), the Applicant is requesting to adopt the 134th & Central Specific Plan which would change both the General Plan and Zoning land use designations to Specific Plan.

Chapter 30-28 of the Municipal Code specifies the required findings for approval of changes of Zone and General Plan Amendments, including Specific Plans:

a) That the proposed zone and/or land use classification is substantially in conformance with the General Plan and compatible with the existing patterns of zoning, land use and development in the surrounding area;
b) That the property is more suitable for the uses permitted in the proposed zone and/or land use classification than those permitted in the existing zone and/or land use classification; and
c) That the uses permitted in the proposed zone and/or land use classification will not be detrimental to the surrounding area.

Amending the General Plan Land Use Element text and Zoning Code text to include Specific Plan is consistent with the State of California Government Code Sec. 65450, et. seq. that allows local governments to adopt and implement Specific Plans. Changing the land use designations of the Project site to 134th & Central Specific Plan is consistent with the redevelopment of the site and surrounding and proposed mixed uses. This transition would redevelop a vacant residentially zoned site with 29 architecturally cohesive residential single-family houses, including landscaping and amenities, which would be beneficial to the site and surrounding area. Approval of these General Plan and Zoning Amendments and adoption of the 134th & Central Specific Plan are subject to a review and recommendation of the Planning Commission and review and approval of the City Council.

Tentative Tract Map. The Project proposes a Tentative Tract Condominium Map to reconfigure the property into common and private use parcels and allow for the sale of the units as condominiums. Chapter 38-3 of the Municipal Code specifies the required findings for approval of the Tentative Tract Map:

a) That the proposed subdivision for condominium purposes will substantially comply with the new General Plan land use designation and zoning classification with the implementation of the conditions of approval.
b) That the project conforms to the State Subdivision Map Act and the State Seismic Hazards Mapping Act (SHMA) of 1999 and Chapter 28 of the Compton Municipal Code.
c) That the proposed subdivision for condominium purposes is located on a site that is physically suitable for residential development and will serve as a transition development from the heavily trafficked Rosecrans Avenue, eliminate blight and provide greater housing opportunities, and help encourage additional development in the area.

General Plan Conformity: As discussed above, the Project proposes a General Plan and zone change to Specific Plan that would be consistent with the redevelopment of the site and surrounding and proposed mixed uses. The Tentative Tract Map application has been reviewed by the City Public Works Department and it has been found to be complete, allowing the Project to proceed to this environmental review and entitlement process.

The General Plan Land Use Element contains a number of polices that address the redevelopment of the site for medium density residential purposes:

- To revitalize the City through public and private redevelopment efforts;
- To attain a mix of land use within the City, thereby providing residents with ready access to housing, employment, and commercial services;
- To encourage private investment in the City;
- To ensure that residents from all income levels have access to decent, affordable housing;
- To stabilize and protect single-family housing resources in the community;
- To create a City environment which makes Compton a pleasant place to live, work, shop, and do business;
- To improve Compton's built environment through design guidelines and aggressive code enforcement; and
- To enhance and diversify Compton's tax base.

The Project was initiated through a public RFP process initiated by the City Successor Agency ("SA"), and Applicant was selected as the preferred developer of the City SA-owned site. With the requested entitlements, the proposed Project achieves consistency with the spirit and intent of the City's General Plan and the above listed policies. The Project is proposed on an urban infill, brownfield and blighted site. It is therefore consistent with General Plan policy to encourage private investment to provide development and revitalization that efficiently utilizes land. The Project provides medium density residential with a single-family housing product and an affordable housing component. It is consistent with the General Plan policy for providing high-quality, accessible housing to allow improved choices for the community at various income levels. In these ways, the Project would facilitate stability and protection of the single-family neighborhoods, create a pleasant place with new residents to shop and contribute to Compton's tax base. Upon approval of the proposed Project entitlements, Project conflicts with an applicable land use plan, policy or regulation would be less than significant.

6.11.2 CUMULATIVE IMPACTS

The Project would convert a previous commercially developed property with a residential use, consistent with its current and proposed residential General Plan land use designations, and consistent with surrounding residential uses. The development of the Project site with the proposed 29 residential units will not impact the other cumulative projects identified by the City. Consequently, cumulative impacts relative to land use and planning would not be significant.

6.11.3 MITIGATION MEASURES

The analysis determined that the proposed Project would not result in any significant adverse impacts regarding land use and planning. Consequently, no mitigation is required.

6.12 MINERAL RESOURCES

MINERAL RESOURCES. Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

6.12.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

a) Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?

No Impact. The Project site is located in an area classified by the California Geological Survey (CGS) as Mineral Resource Zone-1 (MRZ-1). This designation indicates that there is little likelihood that significant mineral resources are present in the area (Department of Conservation 1982). Consequently, Project impacts relative to mineral resources will not be significant.

b) Would the Project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, proposed project, or other land use plan?

No Impact. As discussed above, there are limited mineral resources within the City. No identified mineral resources occur on or near the Project site. Consequently, the Project would not result in the loss of a locally important mineral resource recovery site.

6.12.3 CUMULATIVE IMPACTS

The analysis determined that the proposed Project would not result in any significant adverse impacts to mineral resources. Consequently, no significant adverse cumulative impacts to mineral resources would occur as a result of the project.

6.12.4 MITIGATION MEASURES

The analysis indicated that the implementation of the proposed Project would not result in any significant impacts on mineral resources. As a result, no mitigation is required.

6.13 NOISE

NOISE. Would the project result in:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

6.13.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

Data presented in this Noise section is based on the "134th & Central Residential Development Noise Study, City of Compton", prepared by RK Engineering Group, Inc. (Noise Study), contained in this Initial Study as Appendix H.

a) Would the Project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant with Mitigation Incorporated. **Noise Measurements**: Since the human ear is not equally sensitive to all sound frequencies within the entire auditory spectrum, human response is factored into sound descriptions by weighting sounds within the range of maximum human sensitivity more heavily in a process called "A-weighting," written as dB(A). Any further reference in this discussion to decibels written as "dB" should be understood to be A-weighted. Time variations in noise exposure are typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called

LEQ), or alternately, as a statistical description of the sound pressure level that is exceeded over some fraction of a given observation period.

Typical human hearing can detect changes in sound levels of approximately 3 dBA under normal conditions. Changes of 1 to 3 dBA are detectable under quiet, controlled conditions, and changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is discernable to most people in an exterior environment while a change of 10 dBA is perceived as a doubling of the noise. Because people are generally more sensitive to unwanted noise intrusion during the evening and at night, state law requires that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise descriptor called the Ldn (day-night) or the Community Noise Equivalent Level (CNEL). The CNEL metric has gradually replaced the Ldn factor, but the two descriptors are essentially identical.

Noise Standards: A noise level of 65 dB is the level at which ambient noise begins to interfere with one's ability to carry on a normal conversation at reasonable separation without raising one's voice. A noise exposure of 65 dB CNEL is typically recommended as the exterior noise land use compatibility guideline for new residential dwellings in California. CNEL-based standards generally apply to usable outdoor recreational space at backyards, patios or balconies. Interior exposures of noise-sensitive uses are controlled through adequate structural attenuation.

An interior CNEL of 45 dB is mandated by the State of California Noise Insulation Standards (CCR, Title 24, Part 6, Section T25-28) for multiple family dwellings and hotel and motel rooms. In 1988, the State Building Standards Commission expanded that standard to include all habitable rooms in any residential use, included single-family dwelling units. Since normal noise attenuation within residential structures with closed windows is 25-30 dB, an exterior noise exposure of 70-75 dB CNEL allows the interior standard to be met without any specialized structural attenuation (dual paned windows, etc.), but with closed windows and fresh air supply systems or air conditioning in order to maintain a comfortable living environment.

The General Plan Noise Element establishes planning criteria for determining a development's noise/land use compatibility based on CNEL., which are shown in Table 8, below:

Table 8: City of Compton Noise/Land Use Compatibility Guidelines

Land Use	Noise Limit (CNEL)			
	Clearly Compatible[1]	**Normally Compatible**[2]	**Clearly Incompatible**[3]	**Normally Incompatible**[4]
Residential (Single-family)	< 60	60 – 70	70 – 75	>75
Notes:				

Table 8: City of Compton Noise/Land Use Compatibility Guidelines				
Land Use	**Noise Limit (CNEL)**			
	Clearly Compatible[1]	**Normally Compatible**[2]	**Clearly Incompatible**[3]	**Normally Incompatible**[4]
[1] Clearly Compatible: Ambient noise levels are not significant enough to require special construction and/or noise mitigation. [2] Normally Compatible: Most land uses will not be affected by ambient noise. Some form of design measures and/or mitigation may be required for noise sensitive land uses. [3] Clearly Incompatible: Noise sensitive land uses should not be located in these areas unless mitigation is employed to reduce interior noise levels. [4] Normally Incompatible: Noise sensitive land uses should not be located in these areas due to excessive and continuous high ambient noise.				

The City of Compton uses the County of Los Angeles Exterior Noise Standards to regulate noise from temporary and stationary noise sources such as mechanical equipment. The City of Compton noise standards are presented in Table 9.

In accordance with Section 7-12.22 of the Compton Municipal Code, construction related activities are exempt from noise regulations provided the activities take place during the hours of 7 a.m. to 7 p.m. Monday through Saturday.

Table 9: City of Compton Residential Noise Standards							
Location	**Time Period**	**Leq**	**L_{50} (30-min)**	**L_{25} (15-min)**	**L_8 (5-min)**	**L_2 (1-min)**	**L_{MAX} (any time)**
Residential	Daytime (7am - 10pm)	50 dBA	50 dBA	55 dBA	70 dBA	65 dBA	70 dBA
	Nighttime (10pm – 7am)	45 dBA	45 dBA	50 dBA	65 dBA	60 dBA	65 dBA

Baseline Noise: To determine existing noise levels in the Project area, the Noise Study included baseline noise measurements from two meters at the following locations:

- Noise monitoring location one (LT-1) was taken approximately 10 feet from the northern property line and approximately 355 feet from the centerline of the Central Avenue roadway.

- Noise monitoring location two (LT-2) was taken approximately 60 feet from the southern property line and approximately 355 feet from the centerline of the Central Avenue roadway.

Noise measurements were collected over a 24-hour period from July 14-15, 2020. At location LT-1, the average 24-hour CNEL was 58.1 dBA; and at LT-2, the average

24-hour CNEL was 60.5 dBA. Referencing the General Plan Noise Element above, the Project site is considered clearly to normally compatible for residential use.

On-Site Impacts - **Operational Noise - Exterior**: Noise from Project operations are expected to include mechanical noise from the houses HVAC units, vehicle engine noise and general household conversation and noise associated with future residents. The Noise Study calculated the addition of Project operational noise to existing baseline noise levels. Operation of the Project would increase exterior noise by approximately 0.1 dBA to 0.6 dBA Leq during the daytime hours (7 a.m. to 9 p.m.). Typically, the human ear can barely perceive the change in the noise level of 3 dB, and therefore the impact is considered imperceptible and less than significant.

For nighttime noise, the Noise Study considered all Project noise sources operating simultaneously during nighttime (10 p.m. to 7 a.m.) hours. The City of Compton follows the County of Los Angeles nighttime noise standard of 45 dBA for residential uses to the north, south and east and 55 dBA for the commercial use to the west of the Project site. Operation of the of the Project would increase existing nighttime ambient noise levels by approximately 0.3 dBA to 1.6 dBA Leq during the nighttime hours (10 p.m. to 7 a.m.). As noted above, the human ear can barely perceive the change in the noise level of 3 dB, and therefore the impact is considered imperceptible and less than significant.

However to ensure that noise from the HVAC units for the Project does not increase exterior noise by more than the estimated 1.6 dBA Leq, the Noise Study recommends that all HVAC units be partially enclosed behind a noise screening wall and/or shielded from line of sight of any adjacent property line. This recommendation is added to the Project as Mitigation Measure NOI-1.

In addition, the Noise Study recognizes that truck activity, especially big moving trucks and trash trucks, can cause nuisances through engine noise, back-up alarms, lift gates banging and other activities associated with the trucks, and recommends the following measures to reduce impacts of on-site truck noise:

1. Delivery, loading/unloading activity, and trash pick-up hours should be limited to daytime (7 a.m. – 10 p.m.) hours only.
2. Limit engine idling time for all delivery vehicles and moving trucks to 5 minutes or less.

Implementation of these measures is incorporated into Mitigation Measure NOI-2, which requires that these truck delivery provisions be added to the Project Covenants, Conditions, and Restrictions (CC&Rs) and enforced by the future Project Homeowners Association. With inclusion of Mitigation Measures NOI-1 and NOI-2, on-site operational noise impacts would be less than significant.

Off-Site Impacts - **Operational Noise - Exterior**: The primary exterior noise source in the vicinity of the Project is traffic noise along Central Avenue. To evaluate impacts of future noise levels on Project residents, the Noise Study added expected noise that would be generated from traffic as the areas around the Project site buildout as permitted in the General Plan. The Noise Study found that the Project

houses along Central Avenue may experience noise levels that fall within the clearly incompatible range (70-75 CNEL). As noted in Table 9, the City of Compton recommends that new construction or development should generally be discouraged unless mitigation is employed to reduce habitable interior space noise levels to less than 50 dB CNEL during the daytime and 45 dB CNEL during nighttime.

The Noise Study calculated interior noise levels for the Project, assuming standard construction for the residential structures. With the future 70-75 CNEL exterior noise levels, the Noise Study found that the Project would require a "windows closed" condition and upgraded Sound Transmission Class (STC) rated windows to meet the City/State interior noise standard of 45 dBA. STC ratings are standard criteria established to measure how much sound is stopped by windows or other building material. To accommodate a windows closed conditions, the Noise Study assumed that all the Project units would be equipped with adequate fresh air ventilation and insulation as required by the CBC.

Prior to issuance of a building permit for construction of a residential unit, the Noise Study recommends that the Project Applicant demonstrate to the City Building Division that the proposed building shell and window assemblies will achieve exterior to interior noise reduction necessary to meet the State of California and City of Compton requirements. This recommendation is added to the Project as Mitigation Measure NOI-3, below.

The Noise Study also recommends a noise screening wall along Central Avenue to shield residential backyards and first floor building facades from roadway noise. To provide ample noise attenuation, the screening wall should be minimum of six (6) feet in height and the barrier's weight should be at least 3.5 pounds per square foot of face area without decorative cutouts or line-of-site openings between the shielded areas and the project site. All gaps (except for weep holes) should be filled with grout or caulking to avoid flanking. The noise control barrier may be constructed using one, or any combination of the following materials: masonry block; stucco veneer over wood framing (or foam core), or 1-inch thick tongue and groove wood of sufficient weight per square foot; or transparent glass (3/8 inch thick), acrylic, polycarbonate, or other transparent material with sufficient weight per square foot. To further attenuate noise associated with the proposed Project entry gate at 134th Street, the Noise Study recommends that the wall wrap around the sides of homes adjacent to the emergency vehicle access opening. The Project proposes an masonry wall adjacent to Central Avenue. To ensure the wall is constructed and installed as recommended by the Noise Study, the requirement for a wall adjacent to Central Avenue is added to the Project as Mitigation Measure NOI-4.

With inclusion of Mitigation Measures NOI-3 and NOI-4, off-site operational noise impacts associated with the Project would be less than significant.

On-Site Impacts – **Construction Noise**: Temporary construction noise impacts vary markedly because the noise strength of construction equipment ranges widely as a function of the equipment used and its activity level. Short-term construction noise impacts tend to occur in discrete phases dominated by large,

earth-moving equipment sources for demolition and grading. During construction and paving, equipment is generally less noisy. The closest existing sensitive uses to the Project site are the single-family homes north and south of the site, and the pending school located to the east.

As noted previously, the City of Compton Municipal Code limits construction activities to 7 a.m. to 7 p.m. Monday through Saturday. These time restrictions are expected to reduce construction noise impacts to less than significant levels. However, because of the proximity of sensitive uses, the Noise Study recommends that the Project Construction Management Plan, identified in Mitigation Measure AQ-2 above, also include construction noise management strategies, including:

- All construction equipment shall be equipped with muffles and other suitable noise attenuation devices (e.g., engine shields).
- Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than track equipment), to the maximum extent feasible.
- If feasible, electric hook-ups shall be provided to avoid the use of generators. If electric service is determined to be infeasible for the site, only whisper-quiet generators shall be used (i.e., inverter generators capable of providing variable bad.
- Use electric air compressors and similar power tools rather than diesel equipment, where feasible.
- Locate staging area, generators and stationary construction equipment as far from the adjacent residential homes as feasible.
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes.
- Post a sign on each street frontage in a readily visible location at the project site that indicates the dates and duration of construction activities, as well as provide a telephone number where residents can enquire about the construction process and register complaints to an assigned construction noise disturbance coordinator.

This recommendation is included in Mitigation Measure NOI-5,below. With inclusion of mitigation measures NOI-1 through NOI-5, Project impacts relative to expose to noise levels in excess of established standards would be reduced to less than significant levels.

b) Would the generate excessive ground borne vibration or groundbourne noise levels?

Less Than Significant. Groundbourne vibration or noise is typically expressed as the root mean square (RMS) velocity of a vibrating object. RMS velocities are expressed in units of vibration decibels. Although the perceptibility threshold is about 65 VdB, human response to vibration is not usually significant unless the vibration exceeds 70 VdB. The range of vibration decibels (VdB) is as follows:

65 VdB - threshold of human perception
72 VdB - annoyance due to frequent events

80 VdB - annoyance due to infrequent events
94-98 VdB - minor cosmetic damage.

The Noise Study did not identify excessive vibration in the vicinity of the Project site. Project construction is not expected to require use of substantial vibration equipment or activities such as pile drivers or blasting. Consequently, Project impacts relative to excessive to groundborne vibration or noise would be less than significant.

c) For a project located with the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The closest airport to the Project site is Compton/Woodley Airport which is approximately 2 miles southeast. Current noise contours for the airport on shown in Figure 15, Compton/Woodley Airport Noise Contours, above. The Project site is outside both the 70 and 65 CNEL and outside the runway protection zone. There is no private airstrip within 2 miles of the Project site. Consequently, the Project would not result in significant impacts related to exposure to excessive airfield or airport related noise levels.

6.13.2 Cumulative Impacts

Potential noise impacts associated with the Project location could affect the future residents of the site. These impacts are site specific and not cumulative in nature. Mitigation Measures NOI-1 through NOI-5 are added to the Project to reduce potential noise impacts to Project residents and adjacent properties to less than significant levels. Consequently, no cumulative impacts relative to noise would occur from or to the Project.

6.13.3 Mitigation Measures

The following mitigations will be required to ensure City noise land use compatibility standards are met:

Mitigation Measure NOI-1: **Operational Noise – On-site.**

Timing: Prior to Issuance of a Building Permit for Construction of a Residential Unit.

Department Responsible: Community Development (Building Division).

All HVAC units within the Project shall be partially enclosed behind a noise screening wall and/or shielded from line of sight of any adjacent property line.

Mitigation Measure NOI-2: **Operational Noise – On-site.**

Timing: Prior to Issuance of a Building Permit for Construction of a Residential Unit.

Department Responsible: Community Development (Building Division).

The following measures shall be incorporated into the Project Covenants, Conditions, and Restrictions (CC&Rs) and enforced by the future Project Homeowners Association:

1. Delivery, loading/unloading activity, and trash pick-up hours should be limited to daytime (7 a.m. – 10 p.m.) hours only.
2. Limit engine idling time for all delivery vehicles and moving trucks to 5 minutes or less.

Mitigation Measure NOI-3: **Operational Noise – Off-site.**

Timing: Prior to Issuance of a Building Permit for Construction of a Residential Unit.

Department Responsible: Community Development.

The Project Applicant shall ensure that the Project incorporates the following features, and/or otherwise provide sufficient noise calculation to demonstrate to the City Building Division that the proposed building shell and window assemblies will achieve exterior to interior noise reduction necessary to meet the State of California and City of Compton requirements.

1. The project will be required to incorporate building construction techniques that achieve the minimum interior noise standard of 45 dBA CNEL for all residential units.
2. A "windows closed" condition is expected to be required for all residential units within the project site to meet the interior noise standard. To accommodate a windows closed conditions, all units shall be equipped with an adequate fresh air ventilation system, per the requirements of the California Building Code (CBC).
3. The first row units facing Central Avenue will require upgraded windows and sliding glass doors with minimum STC rating of 32 for rear and side walls.
4. The project will comply with California Title 24 building insulation requirements for exterior walls, roofs and common separating assemblies (e.g. floor/ceiling assemblies and demising walls).
5. Interior noise levels due to exterior sources must not exceed a community noise equivalent level (CNEL) or a day-night level (LDN) of 45 dBA, in any habitable room.
6. For proper acoustical performance, all exterior windows, doors, and sliding glass doors should have a positive seal and leaks/cracks must be kept to a minimum.

Mitigation Measure NOI-4: **Operational Noise – Off-site.**

Timing: Prior to Issuance of a Building Permit for Construction of a Residential Unit.

Department Responsible: Community Development.

A noise screening wall shall be provided along Central Avenue to shield residential backyards and first floor building facades from roadway noise. The screening wall should be minimum of six (6) feet in height and the barrier's weight should be at least 3.5 pounds per square foot of face area without decorative cutouts or line-of-site openings between the shielded areas and the project site. All gaps (except for weep holes) should be filled with grout or caulking to avoid flanking. To prevent noise intrusion, the screening wall should wrap around the sides of homes adjacent to the emergency vehicle access opening (as shown on the project's fence and wall plan). The noise control barrier may be constructed using one, or any combination of the following materials:

- Masonry block (including Proto II type walls);
- Stucco veneer over wood framing (or foam core), or 1-inch thick tongue and groove wood of sufficient weight per square foot;
- Transparent glass (3/8 inch thick), acrylic, polycarbonate, or other transparent material with sufficient weight per square foot.

Mitigation Measure NOI-5: **Construction Noise.**

Timing: During all demolition, grading and construction activities.
Department Responsible: Community Development.

The Project Applicant shall prepare and implement a Construction Management Plan that will include the following construction noise management strategies:

1. All construction equipment shall be equipped with muffles and other suitable noise attenuation devices (e.g., engine shields).
2. Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than track equipment), to the maximum extent feasible.
3. If feasible, electric hook-ups shall be provided to avoid the use of generators. If electric service is determined to be infeasible for the site, only whisper-quiet generators shall be used (i.e., inverter generators capable of providing variable load.
4. Use electric air compressors and similar power tools rather than diesel equipment, where feasible.
5. Locate staging area, generators and stationary construction equipment as far from the adjacent residential homes as feasible.
6. Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes.
7. Post a sign on each street frontage in a readily visible location at the project site that indicates the dates and duration of construction activities, as well as provide a telephone number where residents can enquire about the construction process and register complaints to an assigned construction noise disturbance coordinator.

6.14 POPULATION AND HOUSING

POPULATION AND HOUSING. Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

6.14.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

a) Would the Project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. The Project would convert the General Plan Land Use Map and Zoning Map designations for the Project site from a low density to a medium density residential Specific Plan designation. Assuming an average household size of 4.17 persons[10], the Project's proposed 29 units would generate 121 additional persons in the City, which represents a 0.1% increase over the City's current 98,032 person population. This increase is nominal. As discussed in Section 6.11.1, converting the Project site from low to medium density residential is consistent with existing and planned uses in the vicinity of the Project site. Consequently, Project impacts relative to inducement of substantial population growth would be less than significant.

b) Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

**

[10] State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2010-2020. Sacramento, California, January 2020.

No Impact. The Project site consists currently vacant. The Project would redevelop the site with 29 single-family residential units. Consequently, the Project would not displace existing people or housing.

6.14.2 Cumulative Impacts

The Project would convert a previous commercially developed property with a residential use, consistent with its current and proposed residential General Plan land use designations, and consistent with surrounding residential uses. The development of the Project site with the proposed 29 residential units will not induce growth or displace people or housing, and would have no impact relative to the other cumulative projects identified by the City. Consequently, cumulative impacts relative to population and housing would not significant.

6.14.3 Mitigation Measures

The analysis indicated that the implementation of the proposed Project would not result in any significant impacts on population and housing. As a result, no mitigation is required.

6.15

6.16 PUBLIC SERVICES

PUBLIC SERVICES. Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?			X	
ii) Police protection?			X	
iii) Schools?			X	
iv) Parks?			X	
v) Other public facilities?			X	

6.15.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire Protection?

Less Than Significant Impact. Fire protection and other related services are provided by the Compton Fire Department. There are four fire stations in the City: Station Number 1 (Fire Headquarters) is located at 201 South Acacia Avenue; Station Number 2 is located at 1320 East Palmer Street; Station

Number 3 is located at 1133 Rosecrans Avenue; and Station Number 4 is located at 950 West Walnut Street. Station Number 3 is located closest to the Project site, approximately 3 miles southeast.

Currently, the Compton Fire Department has 84 sworn employees and five civilian employees. Its resources include four fire stations and nine front-line emergency vehicles comprised of four fire engines, one truck, two paramedic squads, and two basic life support transport ambulances.[11] Its core services include fire and rescue emergency responses, emergency medical services, fire prevention, hazardous materials, and emergency preparedness and public education.

The Compton Fire Department sets its response time goals based on the National Fire Protection Association and national averages, which is between five and seven minutes. Currently, the Compton Fire Department's response times are slightly above national averages due to a recent decrease in staffing and increase in new housing and warehouse developments in the City.[12]

The Project would develop a 29 unit single-family master planned community on a currently vacant property, which would increase the population of the City by negligible 0.1%. The new houses would be constructed to current CBC and Fire Code standards, including the installation of fire protection systems and automatic sprinkler systems. Additionally, the Project would generate annually recurring revenue to the City in the form of taxes and other miscellaneous charges (e.g., sales tax, property tax, etc.). A portion of such revenue, including direct assessments that are received by the Compton Fire Department, would be available to address costs associated with potential demands for operations and staffing. Consequently, Project impacts relative to new or physically altered fire protection facilities would be less than significant levels.

ii) Police Protection?

Less Than Significant Impact. Police protection services for the City of Compton are provided by the Los Angeles County Sheriff's Department (LACSD) under contract with the City. The local LACSD office is the Compton Station and located at 301 South Willowbrook Avenue, approximately 3 miles southeast of the Project site.

The Project would develop a 29 unit single-family master planned community on a currently vacant property, which would increase the population of the City by negligible 0.1%. The new houses would be constructed to current CBC and

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[11] City of Compton - Fire Dept (comptoncity.org); accessed January 21, 2021.

[12] Compton Artesia Specific Plan Draft Environmental Impact Report, October 2019; CEQANet; 0naV92zQTqJdhCRn7Myf80_RMcCJTFqz72U3yJZbeROLpQkAdy91DUr0l3r44TsLfCAp73-i9oYb4QgG0; accessed January 20, 2021

Fire Code standards, within a gated community with contemporary fencing and exterior lighting. The transition of the site to the proposed residential use is not expected to create increased demands for police services. Additionally, the Project would generate annually recurring revenue to the City in the form of taxes and other miscellaneous charges (e.g., sales tax, property tax, etc.). A portion of such revenue would be available to address costs associated with potential demands for police services. Consequently, Project impacts relative to new or physically altered police protection facilities would be less than significant.

iii) Schools?

Less Than Significant Impact. The City of Compton is served by the Compton Unified School District (CUSD). The CUSD serves nearly 26,000 students at 36 sites in the City of Compton as well as portions of the cities of Carson and Los Angeles. The CUSD includes 21 elementary schools, seven middle schools, four high schools, and four adult/alternative schools. Schools closest to the Project site include the KIPP School, currently under construction, located just east of the site across N. Water Way; and Centennial High School, located on the east side of N. Central Avenue about 600 feet north of the Project Site.

The transition of the Project site to a medium density single-family community would put new but nominal demands on school services. As noted previously, the Project would increase the City's population by a negligible 0.1%.

Per California Government Code (CGC), the Project would be subject to the payment of school impact fees (Section 53080, CGC). As authorized under Section 17620(a) of the California Education Code (CEC) and Section 65995(b) of the CGC, local school districts are authorized to impose and collect school "impact fees" for all residential and non-residential development activities that occur within their jurisdiction to off-set the additional costs associated with the new students that result directly from the construction of new homes. Payment of school impact fees constitutes full mitigation for the school impacts associated with new residential development. Consequently, Project impacts relative to new or physically altered school facilities would be less than significant.

iv) Parks?

Less Than Significant Impact. The City of Compton operates 16 parks that provide approximately 56.6 acres of parkland for the community. In addition to the parkland, the Compton Creek bike path provides about five miles of biking and walking paths alongside the Compton Creek. The park closest to the Project site is Enterprise Park, located two blocks west of N. Central Avenue about 800 feet north of the Project site. Enterprise Park is a 10-acre facility operated by the Los Angeles County Parks and Recreation Department, and offers a wide variety of sport and recreational programs.

The General Plan Conservation/Open Space/ Parks and Recreation Element states that public parks in Compton are heavily used, and opportunities for

providing new public open space are limited but might be realized as properties including school sites, vacant lots, and railroad rights-of-way are redeveloped. The General Plan recognizes that private and common usable open space in multifamily courtyards and complexes can lessen the burden on the City's public parks.

With the goal of improving the City's public parks, the General Plan identifies the amount of land required for parkland dedication at 3.0 acres per one thousand population, and recognizes the Quimby Act fees as an offset for parkland dedication. Consistent with the General Plan and Quimby Act, new development in the City is charged Quimby fees directed toward new park and recreational facilities or upgrade existing facilities for use by the residents. The Project would be required by the City to pay Quimby fees in proportion to its number of proposed dwelling units.

In addition, the Project proposes private open space within its develop, including common open space areas and private fenced yards at each of the 29 houses. Consequently, Project impacts relative to new or physically altered park facilities would be reduced to less than significant levels.

e) Other Public Facilities?

Less Than Significant Impact. Other public facilities include library and general municipal services. The Los Angeles County Public Library System provides services to Compton, including the Compton Library, located at 240 West Compton Boulevard, approximately 3 miles southeast of the Project site.

As noted previously, the Project would increase the City population by a negligible 0.1%, and would not anticipated to result in significant adverse impacts on the existing library services and facilities and/or other public services provided by the City. These type of public services are typically funded through user fees, property tax or sales tax revenues to which the future Project residents would contribute. Consequently, Project impacts relative to new or physically altered public facilities would be less than significant.

6.15.2 Cumulative Impacts

The analysis determined that the proposed Project would not result in any significant adverse public services impacts, as increased demand would be offset by payment of school, park and user fees and property and sales tax. The cumulative projects identified in Section 2.9.2 of this Initial Study would be subject to similar fees and taxes. Consequently, the Project would not result in significant adverse cumulative impacts to public services.

6.15.3 Mitigation Measures

The analysis indicated that the implementation of the proposed Project would not result in any significant impacts on public services. As a result, no mitigation is required.

6.17 RECREATION

RECREATION.				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?			X	

6.16.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact. As discussed in Section 6.15 of this Initial Study, new development in the City is charged Quimby fees directed toward new park and recreational facilities or upgrade existing facilities for use by the residents. Payment of Quimby fees would off-set the Project's incremental demand for park facilities. In addition, public park and recreational facilities are also funded through user fees, property tax or sales tax revenues to which the future Project residents would contribute. Consequently, Project impacts relative to substantial physical deterioration of parks or other recreational facilities would be less than significant.

b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less Than Significant Impact. As discussed in Section 2.8 of this Initial Study, the Project would provide both common and private open space or passive recreational areas. Common areas include a pocket park with turf, benches and shade structure. The potential environmental impacts of these open space and passive recreational areas are evaluated within this Initial Study and are not found to have a significant effect on the environment. In addition, the Project would be required to pay the Quimby fees which offset the Project's demand for

parks and recreational facilities. Consequently, Project impacts relative to construction or expansion of recreational facilities which might have an adverse physical effect on the environment would be less than significant.

6.16.2 Cumulative Impacts

The analysis determined that the proposed Project would not result in any significant adverse recreation impacts subject to payment of park fees. The cumulative projects identified in Section 2.9.2 of this Initial Study would be subject to similar park fees. Consequently, the Project would not result in significant adverse cumulative impacts to recreation facilities or services.

6.16.3 Mitigation Measures

The analysis indicated that the implementation of the proposed Project would not result in any significant impacts on recreation. As a result, no mitigation is required.

6.18 TRANSPORTATION

TRANSPORTATION. Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				X
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3,subdivision (b)?				X
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		X		
d) Result in inadequate emergency access?		X		

6.17.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

Data presented in this Transportation section is based on the "134th & Central Residential Development Traffic Impact Study, City of Compton, California", (Traffic Impact Study) prepared by RK Engineering Group Inc., contained as Appendix E to this Initial Study.

a) Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant with Mitigation Incorporated. **Transit Facilities.** Transit service within the City of Compton includes light-rail and bus public transit provided by the Los Angeles County Metropolitan Transportation Authority (Metro) and City of Compton Renaissance Transit System. These transit facilities with connections closest to the Project site include:

- METRO BLUE LINE: This north-south light rail line provides daily regional transit service between downtown Los Angeles on the north and Long Beach on the south. The Artesia Station is located to the east of the Acacia Street/Walnut Street intersection approximately 4 miles southeast of the Project site.

- COMPTON RENAISSANCE TRANSIT SYSTEM: Route 1 provides service on Central Avenue between Compton Boulevard and El Segunda Boulevard, running directly adjacent to the Project site and connecting east to Alameda Street; Route 2 runs south of the Project site, providing service on Alameda Street and Santa Fe Avenue, between Greenleaf Boulevard and Artesia Boulevard, on its route between Compton Boulevard on the north and Central Avenue on the west; Route 5 provides service on Central Avenue between Walnut Street and El Segundo Boulevard, running directly adjacent to the Project site and connecting eastward to Long Beach Avenue.

One bus system that operates in the City of Compton and in the vicinity of the Project site is Metro. Metro is a public transportation agency servicing cities including Compton within the County of Los Angeles. Metro Bus Route 53 has stops within a 100-200 feet of the Project site, at both 134th Street and North Central Avenue and 134th Street and North Parmelee Avenue. The route operates Monday – Friday from approximately 3:50 AM to 11:05 PM at roughly thirty (30) minute intervals going northbound from the California State University (CSU) Dominguez Hills station to the Beaudry and 4th Street station. Metro Bus Route 53 operates southbound from 4:43 AM to 9:36 PM at roughly thirty (30) minute intervals from the Grand and 3rd Station to the CSU Dominguez Hills station.

With existing transit nearby, there will be ample transit available to future Project residents, and the Project would not conflict with circulation or mobility plans related to transit.

Bicycle and Pedestrian Facilities. The General Plan Circulation Element identifies bikeways in the City by type. An existing Class 2 bikeway is located on Central Avenue, adjacent to the Project site. (A Class 2 bikeway is a designated lane, approximately 5-feet wide and adjacent to the curb.) This bike way connects along Alondra Boulevard and Green Leaf Boulevard to another Class 2 bikeway on Santa Fe Avenue and a Class 1 bikeway along Compton Creek. (A Class 1 bikeway is a paved lane completely separated from streets.) The Traffic Impact Study included peak hour bicycle counts along 134th Street in the vicinity of the Project site, and found that bicycle ridership was limited averaging between 0-4 riders.

Existing sidewalks are located along Central Avenue and 134th Street, adjacent to the Project site. The Traffic Impact Study also included peak hour pedestrian counts along 134th Street in the vicinity of the Project site, and found that pedestrian activity was limited averaging between 0-6 walkers. Within the proposed Project site Plan Street "A" and Street "B" would have sidewalks, providing pedestrian connections to each house within the Project.

With existing bikeways and sidewalks nearby and sidewalks and pedestrian areas within the proposed site plan, the Project would not conflict with circulation or mobility plans related to bicycle or pedestrian facilities.

Roadways. To determine the vehicular traffic impacts on local roadways, the City of Compton Circulation Element applies level of service (LOS) thresholds,

which rate traffic congestion on a scale from A to F, based on the volume of traffic to the capacity of the roadway (V/C):

> **A:** Free Flow. Traffic flows at or above the posted speed limit and motorists have complete mobility between lanes. (V/C=0-0.60)
> **B**: Reasonably Free Flow. LOS A speeds are maintained, maneuverability within the traffic stream is slightly restricted. (V/C=0.61-0.70)
> **C**: Stable Flow, at or near free flow. Ability to maneuver through lanes is noticeably restricted and lane changes require more driver awareness. (V/C=0.71-0.80)
> **D**: approaching Unstable Flow. Speeds slightly decrease as traffic volume slightly increase. Freedom to maneuver within the traffic stream is much more limited and driver comfort levels decrease. (V/C=0.81-0.90)
> **E**: Unstable Flow, Operating At Capacity. Flow becomes irregular and speed varies rapidly because there are virtually no usable gaps to maneuver in the traffic stream and speeds rarely reach the posted limit. (V/C=0.91-100)
> **F**: Forced or Breakdown Flow. Every vehicle moves in lockstep with the vehicle in front of it, with frequent slowing required. Travel time cannot be predicted, with generally more demand than capacity. The road is in a constant traffic jam. (V/C>1.00)

In the City of Compton, the traffic flow standard is sent at LOS "D", and the threshold is set at LOS "E".

To determine existing traffic conditions at the Project site, as part of the Traffic Impact Study, vehicular AM and PM peak hour turning movement counts were manually collected at the two closest intersections in October 2020:

1. Central Avenue (NS) / 134th Street (EW)
2. Parmelee Avenue (NS) / 134th Street (EW)

However, due to the COVID-19 pandemic, the collected traffic counts may not reflect typical conditions. In order to validate the counts, the Traffic Impact Study applied adjustment factors to the October 2020 traffic counts. Derivation of the applied adjustment factors began by reviewing available pre-pandemic traffic data observed from May 2016 at the following nearby intersections:

- Central Avenue / 134th Street; and
- Central Avenue (NS) / Sam Littleton Street (EW).

The 2016 counts at these two locations were then adjusted to 2020 conditions by applying an annual growth rate of 2% per year over a four-year period. These adjusted counts where then compared to the October 2020 counts taken during pandemic conditions. Through comparison of the two sets of data, adjustment factors were calculated for converting pandemic traffic volumes into typical (pre-pandemic) conditions traffic volumes. Conservatively, the highest factor derived from the two sample locations were utilized for the adjustment. Table 10 shows the derived adjustment factors.

Table 10: Traffic Count Adjustment Factors

Projected 2020 / Observed 2020 Adjustment Factors - AM Peak Period

Intersections	Northbound	Southbound	Eastbound	Westbound
1. Central Avenue / 132nd Street	**1.723**	1.592	1.341	1.582
2. Central Avenue / Sam Littleton Street	1.651	**1.675**	**2.307**	**1.624**

Projected 2020 / Observed 2020 Adjustment Factors - PM Peak Period

Intersections	Northbound	Southbound	Eastbound	Westbound
1. Central Avenue / 132nd Street	**1.132**	**1.234**	1.212	1.015
2. Central Avenue / Sam Littleton Street	1.092	1.211	**1.331**	**1.166**

Note: Adjustment Factors shown in **Bold** were applied in projecting 2020 existing traffic conditions.

Applying these adjustment factors to the two study intersections, Central Avenue (NS) / 134th Street (EW) and Parmelee Avenue (NS) / 134th Street (EW), the Traffic Impact Study evaluated the following scenarios:

- Existing Conditions
- Existing Plus Project Conditions
- Project Opening Year (2022) With Ambient Growth & Cumulative Projects Without Project Conditions
- Project Opening Year (2022) With Ambient Growth & Cumulative Projects With Project Conditions.

To determine the amount of vehicle trips generated by the Project, the Traffic Impact Study applied estimates provided in the Institute of Traffic Engineers (ITE) 10th Edition Traffic Planning Handbook, which is the accepted national standard for traffic generation estimates. Based on this estimate, the Project is forecast to generate approximately 274 daily trips, including approximately 21 AM peak hour trips and approximately 29 PM peak hour trips. The Traffic Impact Study applied the Project trips to existing conditions at the two study intersections.

As shown in Table 11, under existing conditions, Central Avenue / 134th Street operates at a deficient LOS F during both AM and PM peak hours. Adding the Project to existing conditions, the intersection traffic levels at Central Avenue / 134th Street increase by 4.8 during the AM peak hour, and by 1996.8 seconds during the PM peak hour. Parmelee Avenue / 134th Street operates at an acceptable LOS A during both AM and PM peak hours.

Table 11: Existing Plus Project Traffic Level Conditions

Intersection	Existing Conditions				Existing Plus Project Conditions				Change in V/C	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	V/C[3] Ratio	LOS	V/C[3] Ratio	LOS	V/C[3] Ratio	LOS	V/C[3] Ratio	LOS	AM	PM
Central Avenue (NS) / 134th Street (EW)	**163.7**	F	3706.0	F	**168.5**	**F**	**5703.3**	**F**	4.8	1996.8
Parmelee Avenue (NS) / 134th Street (EW)	9.1	A	9.4	A	9.1	A	9.5	A	0.0	0.1

The Traffic Impact Study also assessed year 2022 conditions by adding an ambient growth rate of 2% to existing traffic levels, and then compared the 2022 ambient growth conditions with cumulative projects to a plus Project condition. As shown in Table 12, the intersection traffic levels at Central Avenue / 134th Street continues to operate at a deficient LOS F during both AM and PM peak hours. Adding the Project, the intersection traffic levels at Central Avenue / 134th Street increase by 19.1 during the AM peak hour, and show no change during the PM peak hour. At Parmelee Avenue / 134th Street, LOS would change to B during the AM hour and would remain LOS A during the PM peak hour, with or without the Project.

Table 12: Existing Plus Ambient Growth (2022) & Cumulative Projects Without Project and With Project

Intersection	Existing Conditions Plus Ambient Growth & Cumulative				Existing Plus Ambient Growth & Cumulative Plus Project Conditions				Change in V/C		Significant Impact?
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour				
	V/C[3] Ratio	LOS	V/C[3] Ratio	LOS	V/C[3] Ratio	LOS	V/C[3] Ratio	LOS	AM	PM	
Central Avenue (NS) / 134th Street (EW)	**453.2**	F	**7342.5**	F	**472.3**	F	**7342.5**	F	19.1	0.0	YES
With Mitigation (Traffic Signal)					0.557	A	0.765	C	-208.3	-7661	No
Parmelee Avenue (NS) / 134th Street (EW)	10.1	B	9.8	A	10.1	B	9.8	A	0.0	0.0	No

The Traffic Impact Study evaluated the addition of a traffic signal on Central Avenue / 134th Street and found that with inclusion a signal, traffic flows would improve to LOS A during AM peak hour and LOC C during the PM peak hour. This improvement is demonstrated in Table 12.

To determine the Project's fair share contribution to the traffic signal, the Traffic Impact Study provides a calculation of the Project's contribution to traffic volumes under Existing Plus Ambient Growth (2022) & Cumulative Projects Without Project

and With Project conditions. Based on this calculation, the Traffic Impact Study determines that the Project's contribution would be less than one percent and recommends that the Project be required to pay its fair share toward the signal as mitigation. Requirement for the fair share payment is added to the Project as Mitigation Measure TR-1, and consequently, Project traffic impacts with existing plus ambient growth and cumulative projects would be less than significant.

Consequently, the Project impacts relative to conflicts with applicable plans or policies relative to circulation or mobility would be less than significant.

b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Less Than Significant. In response to Senate Bill (SB) 743, the California Natural Resource Agency certified and adopted new CEQA Guidelines in December 2018 which now identify Vehicle Miles Traveled (VMT) as the most appropriate metric to evaluate a project's transportation impact under CEQA (§ 15064.3).

Effective July 1, 2020, the previous CEQA metric of level of service (LOS), typically measured in terms of automobile delay, roadway capacity and congestion, generally will no longer constitute a significant environmental impact.

The City of Compton is still in the process of adopting criteria for evaluating VMT impacts under CEQA; including the preferred analysis methodology and thresholds of significance. Per Section 15064.3 (b)(3) of the CEQA Guidelines, a qualitative analysis is allowable if existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered.

The Traffic Impact Study applied a VMT analysis methodology and significance criteria based on the requirements described in Section 21099 of the Public Resources Code and the California Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR Advisory). The criteria for determining the significance of transportation impacts is based on the following: Reducing greenhouse gas emissions.

Reducing Greenhouse Gas Emissions: Greenhouse gas (GHG) emissions have been quantified and analyzed in the Air Quality Impact Study contained in Appendix D of this Initial Study. The GHG analysis found that the Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. The mobile source GHG emissions generated by Project VMT were quantified in the GHG Analysis, and it was shown that the project would generate approximately 466.75 metric tons of carbon dioxide equivalent (CO2e) annually from VMT. The mobile source GHG emissions are 84% below the applicable threshold of significance for GHG. Thus indicating that the Project's contribution to VMT, which is directly correlated to GHG emissions, would not lead to a significant impact under CEQA.

Furthermore, the GHG analysis found that the Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. Therefore, based on the GHG emissions analysis,

Project VMT would not contribute to a significant impact to GHG. Based on the qualitative review presented in the Traffic Impact Study, the Project's impact to VMT is considered less than significant.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant with Mitigation Incorporated. Although the Project would result in less than significant impact traffic levels on City streets, the Traffic Impact Study recommended the following measures to improve Project vehicular ingress and egress:

- Install stop signs, stop bars and stop legends at all project access driveways.
- Adequate sight distance should be provided and maintained at all project access driveways per City of Compton standards.
- The sight distance triangle or limited use area shall be used for the purpose of prohibiting or clearing obstructions to maintain adequate sight distance at intersections. (Reference Figure 17. Sight Distance Triangle / Limited Use Area.)
- The sight distance triangle or limited use area to be kept clear of all obstructions over 30 inches high, including vegetation.
- No trees, walls, or any obstructions shall be allowed in the sight distance triangle or limited use area.

These measures are incorporated as Mitigation Measure TR-2. With inclusion of this mitigation, the Project would not substantially increase hazards due to a design feature.

d) Result in inadequate emergency access?

No Impact. Access to the Project would be from 134th Street to a gated private Street "A", which would have a 26-foot paved width, two lanes of travel and a sidewalk on its east side. Street "A" would connect at a T-intersection to private Street "B", which would have a 26-foot width, two lanes of travel and sidewalks on the south side. The private streets would connect to a series of interior driveways, each with a 20-foot paved width. An emergency access to Central Avenue would be located at the western boundary of the Project; this emergency access would be 20 feet wide and approximately 80 feet long, gated, and have a turf-block surface. Consequently, the Project would provide two points of access and would not result in inadequate emergency access.

Figure 17. Sight Distance Triangle / Limited Use Area.

6.17.3 CUMULATIVE IMPACTS

As discussed above, with the inclusion of a fair share contribution to a traffic signal at Central Avenue / 134th Street, cumulative impacts associated with Project traffic would be less than significant. Consequently, no significant adverse cumulative transportation or traffic impacts would result from the Project.

6.17.4 MITIGATION MEASURES

The following mitigation measures are required to ensure internal circulation, project entry and roadway circulation system continue to operate in an efficient, effective, and safe manner.

Mitigation Measure TR-1: **Traffic Signal.**

Timing: Prior to Issuance of a Grading Permit for Construction of a Residential Unit.

Department Responsible: Public Works.

Prior to issuance of building permits, the Applicant shall contribute its fair share payment to the traffic signal at Central Avenue / 134th Street. The fair share payment shall be in the amount calculated by the Traffic Impact Study and Public Works Department.

Mitigation Measure TR-2: **Site Access.**

Timing: Prior to Issuance of Certificate of Occupancy.

Department Responsible: Community Development / Public Works.

Prior to issuance of a certificate of occupancy, the Applicant shall demonstrate that the following measures have been completed to the City's satisfaction:

- Install stop signs, stop bars and stop legends at all project access driveways.

- Adequate sight distance should be provided and maintained at all project access driveways per County of Los Angeles standards.

- The sight distance triangle or limited use area, shown in Figure 17, shall be used for the purpose of prohibiting or clearing obstructions to maintain adequate sight distance at intersections.

- The sight distance triangle or limited use area to be kept clear of all obstructions over 30 inches high, including vegetation.

- No trees, walls, or any obstructions shall be allowed in the sight distance triangle or limited use area.

6.19 TRIBAL CULTURAL RESOURCES

TRIBAL CULTURAL RESOURCES.				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or		X		
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

6.18.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

a) Would the Project cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

(1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).

Less Than Significant Impact with Mitigation Incorporated. As discussed in Section 6.5.b of this Initial Study, a records search by the SCCIC was conducted and the results found that no archaeological studies have been conducted in the Project area and as a result, no archaeological resources have been identified.(Reference Appendix F.) SCCIC notes that buried resources could potentially be unearthed during Project grading activities, and therefore, customary caution and a halt-work condition should be in place for all ground-disturbing activities. In the event that any evidence of cultural resources is discovered, all work within the vicinity of the find should stop until a qualified archaeological consultant can assess the find and make recommendations. Mitigation Measure CUL-1, is added to the Project to incorporate SCCIC's recommendations and protect potential archaeological resources.

A Sacred Lands File (SLF) check of the Project area was conducted by NAHC. (Reference Appendix A.) The NAHC check searched records from the Information Center of the California Historical Resources Information System (CHRIS) and available archaeological inventories. The results of the SLF check was negative. Nevertheless, the NAHC advised consultation with the following tribes: Gabrieleno Band of Mission Indians - Kizh Nation; Gabrieleno/Tongva San Gabriel Band of Mission Indians; Gabrielino /Tongva Nation; Gabrielino Tongva Indians of California Tribal Council; Gabrielino-Tongva Tribe; Soboba Band of Luiseno Indians.

On July 13, 2020, letters were sent to representatives of each of the NAHC listed tribes inviting each to request formal consultation. (Reference Appendix B). As described in the July 13, 2020 correspondence, under AB 52 each tribe had 30 days and under SB 18 each tribe had 90 days from the date of receipt of the July 13, 2020 notice to advise of their interest in consultation. Both the 30-day and 90-day deadlines have passed, and the City did not received a request for consultation from any of the notified tribes.

To continue to account for the possibility that tribal resources could be identified on the Project site, Mitigation Measure TCR-1, below, is added to the Project establishing procedures should tribal resources be uncovered during Project grading activities. With inclusion of this measure and CUL-1, potential impacts relative to historical archaeological resources would be reduced to less than significant levels.

(2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact with Mitigation Incorporated. California Public Resources Code § 21080.3.1 and Assembly Bill (AB) 52 established a process to assess tribal cultural resources through consultation with the Native American tribal representatives. As discussed above, pursuant to these requirements, letters from the City of Compton were sent to five tribes requesting consultation. The Gabrieleño Band of Mission Indians/Kizh Nation requested and then cancelled consultation finding no concerns with the Project location. However, to continue to account for the possibility that tribal resources could be identified on the Project site, Mitigation Measure TCR-1, below, is added to the Project establishing procedures should tribal resources be uncovered during Project grading activities. In addition, Mitigation Measure CUL-2 (Section 6.5.3) addresses the potential for discovery of human remains if determined to be prehistoric, requiring notification of the NAHC and determination and notification most likely descendant (MLD). Consequently with inclusion of Mitigation Measures CUL-2 and TCR-1, potential impacts to tribal resources would be reduced to less than significant levels.

6.18.2 Cumulative Impacts

Mitigation Measure TRC-1 is added to the Project to protect potential tribal resources that could be found on site during excavation activities. Further Mitigation Measures CUL-1 and CUL-2 presented in Section 6.5.3 of this Initial Study would reduce potential impacts to potential tribal remains. By reducing on site impacts to less than significant levels. Similarly, through these mitigations and the tribal consultation process required from each cumulative project, cumulative impacts relative to tribal resources would also be reduced to less than significant levels.

6.18.3 Mitigation Measures

The following measure will be required to mitigate potential Project impacts related to tribal resources to less than significant levels:

Mitigation Measure TRC-1: **Native American Monitoring.**
Timing: Prior to Issuance of Grading Permits.
Department Responsible: Community Development.

If potential Native American resources are uncovered during grading, the applicant shall be required to halt work within 50 feet of the find, inform the Director of Community Development or his/her designee immediately and retain a qualified professional archaeologist and an experienced and certified Native American monitor of Gabrieleño heritage to examine the material to determine whether it is a "unique cultural resource" as defined in Section 21083.2 (g) of the State CEQA Statues. If this determination is positive, the scientifically consequential information shall be fully recovered by the archaeologist and Native American monitor. Work may continue outside the area of the find. However, no further work shall occur in theimmediate location of the find until all information recovery has been completed and a report concerning same filed with the County, a designated repository as appropriate and made available to interested representatives of Native American tribes that are traditionally and culturally affiliated with the Project area.

6.20 UTILITIES AND SERVICE SYSTEMS

UTILITIES AND SERVICE SYSTEMS. Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				X
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

6.19.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

a) Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

No Impact. The Project is an infill development that would connect to existing utility connections currently available to the site. As discussed in Section 6.10 of

this Initial Study, the quality of the wastewater that would be generated by the residential Project is not anticipated to include any materials that would cause the wastewater treatment plant that would serve the project to exceed the wastewater treatment requirements established by the Los Angeles Regional Water Quality Control Board. Consequently, the Project would not require or result in the relocation of new or expanded utilities.

b) Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. Water supply to the Project site is provided by the City of Compton Water Utility District (CWUD), which obtains its water from groundwater pumped via local municipal wells in the adjudicated Central Groundwater Basin (Central Basin), and from imported surface water contracted by the City through the MWD. The CWUD delivers water services to more than 15,000 service connections through approximately 156 miles of water mains. The distribution system consists of a pipeline system, five water tanks with a total storage capacity of 12.75 million gallons, one pressure zone, and nine ground water wells.

The Central Basin from which the City extracts groundwater is one of five adjudicated groundwater sub-basins in the Los Angeles Basin. As an adjudicated groundwater basin, the courts have assigned specific water rights to water users within the Central Basin via an Adjudication Judgement, which likewise compels the cooperation of groundwater users who might otherwise refuse to limit their pumping. The Central Basin receives additional replenishment from the San Gabriel and Rio Hondo Spreading Basins, which receive a blend of imported water and recycled water.

Developing the Project site with 29 houses at a medium density would increase City population by a negligible 0.1%. This increase is nominal and the development and future residents will be required to pay water impact fees and water use fees to off-set the Project's incremental demand for water. The Project would connect to the existing water line on 134th Street, and would be required by the CBC to install low flow water fixtures that conserve water. Consequently, potential adverse impacts relative to water supplies would be less than significant.

c) Would the Project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. Wastewater collection and treatment in the City is provided by the Los Angeles County Sanitation District (LACSD). As a public agency created under State law to manage wastewater and solid waste on a regional scale, LACSD consists of 24 independent special districts across the County of Los Angeles. Compton is located primarily in LACSD Districts No. 1 and No. 8, with small portions of the eastern and southeastern parts of the City in Districts No. 2 and No. 3.

Wastewater is collected in Compton via an existing 143 mile long system of sewer lines maintained by the City Department of Public Works and Municipal Utilities' Street Maintenance Division. Wastewater collected from the City is conveyed to the LACSD's Joint Water Pollution Control Plant (JWPCP), located at 24501 S Figueroa Street in the City of Carson. The JWPCP provides both primary and secondary treatment for approximately 260 million gallons of wastewater per day (MGD) and has a total permitted capacity of 400 MGD. Treated effluent is then discharged from JWPCP through an ocean outfall. [13]

As discussed above, Project is an infill development that would connect to existing utility connections currently available to the site. Developing the Project site with 29 houses at a medium density would increase City population by a negligible 0.1%. This increase is nominal and the development and future residents will be required to pay wastewater impact fees and use fees to off-set the Project's incremental demand for wastewater facilities. The Project would connect to the existing wastewater line on 134th Street, and would be required by the CBC to install low flow fixtures that conserve water. Consequently, potential adverse impacts relative to wastewater treatment capacity would be less than significant.

d) Would the Project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. Solid waste services in the City are provided through a contract with Republic Services. Solid waste and recycle loads are taken to Republic's Compton Transfer Station for processing. From the transfer station, waste loads are loaded into transfer trailers and hauled to and disposed of at Sunshine Canyon Landfill in Sylmar.[14] Other disposal facilities include the Southeast Resource Recovery Facility in Long Beach for recycling, and the El Sobrante Landfill in Corona and Puente Hills Landfill in Industry.

Developing the Project site with 29 houses at a medium density would increase City population by a negligible 0.1%. This increase is nominal and the development and future residents will be required to pay solid waste collection fees to off-set the Project's incremental demand for solid waste services and facilities. Consequently, the Project impacts relative to solid waste generation and capacity and solid waste reduction goals would be less than significant.

e) Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

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[13] Compton Artesia Specific Plan Draft Environmental Impact Report, October 2019.

[14] Waste Evaluation and Enforcement Branch Staff Report. Summary of the City of Compton's Compliance Review and Consideration of the Issuance Compliance Order CO 018-002"; accessed July 31, 2020.

Less Than Significant Impact. Recycling services are part of the City's solid waste program. Typical services include collection of recyclables such as glass, metals and plastic. The City also provides contact information for e-waste and household hazardous waste. Future Project residents would be required to participate in recycling as part of the refuse collection program. Although the Project would increase City population by 0.1%, this increase is nominal and future residents would be required to pay refuse collection fees to off-set the Project's incremental demand for wastewater services. Consequently, Project impacts relative to compliance with solid waste regulations would be less than significant.

6.19.2 Cumulative Impacts

The analysis determined that the proposed Project would not result in any significant adverse utilities and service systems impacts, as increased demand would be offset by payment of applicable impact fees and user fee. The cumulative projects identified in Section 2.9.2 of this Initial Study would be subject to similar analysis, and applicable impact and user fees. Consequently, the Project would not result in significant adverse cumulative impacts to utilities and service systems.

6.19.3 Mitigation Measures

The analysis indicated that the implementation of the proposed Project would not result in any significant impacts related to utilities and service systems. As a result, no mitigation is required.

6.21 WILDFIRE

WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?		X		
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

6.20.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

a) Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact with Mitigation Incorporated. The City of Compton is nearly entirely built out, and is near completely urbanized. The General Plan Public Safety does not identify a potential for wildfires in the City but does address the potential for stationary fires. Service by the Compton Fire Department and adequate water supply and flow are discussed by the General Plan as local tools to address potential fires.

As discussed in Section 6.9.f of this Initial Study, access to the Project would be from 134th Street to a private Street "A", which would have a 26-foot paved width, two lanes of travel and a sidewalk on its east side. Street "A" would connect at a T-intersection to private Street "B", which would have a 26-foot width, two

lanes of travel and sidewalks on the south side. The private streets would connect to a series of interior driveways, each with a 20-foot paved width. The gates at the entrances would be fitted with an Opticom or similar system to allow for emergency vehicles to quickly access the site. (Reference Figure 3, Concept Project Site Plan.) The private street and alleys within the Project site are of adequate width to comply with Compton Fire Department standards, and would not interfere with emergency response or evacuation.

Construction activities associated with the Project development could temporarily impact street traffic adjacent to the site. Mitigation measure HAZ-2 is added to require a construction traffic plan. Consequently, with implementation of Mitigation Measure HAZ-2, the Project would not substantially impair an adopted emergency response or evacuation plan.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. Compton is relatively flat and urbanized. The General Plan Public Safety does not identify a potential for wildfires in the City. The Project would redevelop the site with new residential development built to current CBC and Fire Code standards. Consequently, the Project would not exacerbate wildfire risks.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. As discussed above, Compton is relatively flat and urbanized. The General Plan Public Safety does not identify a potential for wildfires in the City. The Project would redevelop the site with new residential development built to current CBC and Fire Code standards. The Project would be located on an infill site surrounded by urban development. Consequently, the Project would not require installation or maintenance of roads, fuel breaks, emergency water sources, power lines or other utilities that could exacerbate fire risk.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. As discussed above, Compton is relatively flat and urbanized. The General Plan Public Safety does not identify a potential for wildfires in the City. The Project would redevelop the site with new residential development built to current CBC and Fire Code standards. The Project would be located on an infill site surrounded by urban development. process grading plan review and permit issuance. In addition, Project construction must comply with the requirements of the approved geotechnical report. Consequently, the Project is not expected to expose people or structures to significant risks related to flooding or landslides.

6.20.2 Cumulative Impacts

The analysis determined that the proposed Project would not result in any significant adverse impacts relative to wildfire. Neither the Project or cumulative projects listed in Section 2.9.2. of this Initial Study are within a designated wildfire area. Consequently, the Project would not result in significant adverse cumulative impacts related to wildfire risks.

6.20.3 Mitigation Measures

The analysis indicated that the implementation of the proposed Project would not result in any significant impacts related to wildfire. As a result, no mitigation is required.

6.22 MANDATORY FINDINGS OF SIGNIFICANCE

MANDATORY FINDINGS OF SIGNIFICANCE.				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or an endangered threatened species, or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the Project have impacts that are individually limited, but cumulatively considerable? ('Cumulatively considerable' means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X		
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant with Mitigation Incorporated. The Project would not have substantial impacts on special status species, stream habitat, and wildlife dispersal and migration. Furthermore, the Project would not affect the local, regional, or national populations or ranges of any plant or animal species and

would not threaten any plant communities. There is potential for inadvertent finds of archaeological and Native American archeological resources during project grading. Potential impacts to Native American resources would be mitigated by Mitigation Measures CUL-1, CUL-2 and TRC-1. With implementation of these mitigation measures, the Project's Mandatory Finding of Significance relative to degrading the quality of the environment would be less significant.

b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant with Mitigation Incorporated. The Project would result in potential significant impacts relative to air quality, cultural resources, hazards and hazardous materials, and emergency access. Mitigation measures are added to the Project to reduce these impacts to less than significant levels. Consequently, with these mitigation measures added, cumulative impacts relative to these environmental areas would also be less than significant. Consequently, the Project's Mandatory Finding of Significance relative to contribution to cumulative impacts would be less than significant with mitigation incorporated.

c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant with Mitigation Incorporated. The Project could result in potential significant impacts relative to air quality, hazards and hazardous materials, including emergency access, noise and traffic and transportation. Mitigation measures AQ-1, AQ-2, HAZ-1, HAZ-2, NOI-1, NOI-2, NOI-3, NOI-4, NOI-5, TR-1 and TR-2 are added to the Project to reduce these impacts to less than significant levels. Consequently, the Project's Mandatory Finding of Significance relative to a substantial adverse effect on human beings would be less than significant with mitigation incorporated.

SECTION 7.0 – LIST OF PREPARERS

7.1 PREPARATION – ENVIRONMENTAL DOCUMENT

- Joann Lombardo, Comprehensive Planning Services

7.2 PREPARATION - AIR QUALITY / GHG ANALYSIS

- Bryan Estrada, AICP, RK Engineering Group, Inc.
- Darshan Shivaiah, M.S., RK Engineering Group, Inc.

7.3 PREPARATION - TRAFFIC ANALYSIS

- Mohammad "Alex" Tabrizi, P.E., T.E., RK Engineering Group, Inc.
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- Michael Torres, E.I.T., RK Engineering Group, Inc.

7.4 PREPARATION - NOISE ANALYSIS

- Bryan Estrada, AICP, RK Engineering Group, Inc.
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SECTION 8.0 – LIST OF ACRONYMS AND ABBREVIATIONS

The following lists acronyms and technical abbreviations that appear in this document by alphabetical order:

- AB – Assembly Bill
- ADT – Average Daily Trips
- AQMP - Air Quality Management Plan
- $C0_{2e}$ – Carbon Dioxide Equivalents
- CAL REG - California Register of Historical Resources
- CARB - California Air Resources Board
- CBC – California Building Codes
- CCR - California Code of Regulations
- CEQA - California Environmental Quality Act (CEQA)
- CFCs – Chlorofluorocarbons
- CGC - California Government Code
- CH4 – Methane
- CO - Carbon Monoxide
- CO2 – Carbon Dioxide
- CVC - California Vehicle Code
- CWUD - Compton Water Utility District
- dB – Decibels
- dBA – Average (A-weighted) Decibels
- DPM - Diesel Particulate Matter
- EIR - Environmental Impact Report
- FEMA - Federal Emergency Management Agency
- GHG - Greenhouse Gas Emissions
- H20 – Water
- HFCs – Hydrofluorocarbons
- ITE - Institute of Traffic Engineers
- JWPCP - Joint Water Pollution Control Plant
- LACSD - Sanitation Districts of Los Angeles County
- lbs – Pounds
- Ldn – Quiet Time Noise Measurement
- LEQ – Noise Energy Level Measurement
- LID - Preliminary Low Impact Development
- LOS – Level of Service
- LST – Localized Significance Threshold
- MBTA - Migratory Bird Treaty Act
- mgd – Millions of gallons per day
- MLD - Most Likely Descendant
- MSL – Mean Sea Level
- Mtons – Metric Tons
- MWD - Metropolitan Water District of Southern California
- NAHC - Native American Heritage Commission
- NOx - Nitrogen Oxide
- NPDES - National Pollution Discharge Elimination System
- PFCs – Perfluorocarbons

- PM-10 - Respirable 10-Micron Diameter Particulate Matter
- PM-2.5 - Respirable 2.5-Micron Diameter Particulate Matter
- REC - Recognized Environmental Condition
- RMS – Root Mean Square Vibration Velocity
- ROG - Reactive Organic Gases
- RTP/SCS - Regional Transportation Plan/Sustainable Communities Strategy
- SB – Senate Bill
- SCAB - South Coast Air Basin
- SCAG - Southern California Association of Governments
- SCAQMD – South Coast Air Quality Management District
- SCCIC - South Central Coastal Information Center
- SCS - Sustainable Communities Strategy
- SF6 - Sulfur Hexafluoride
- SLF - Sacred Lands File
- Sox - Oxides of Sulfur
- STC – Sound Transmission Class
- SWPPP - Storm Water Pollution Prevention Plan
- TAC - Toxic Air Contaminants
- tpd – Tons per Day
- TTM - Tentative Tract Map
- V/C – Volume to Capacity
- VdB – Vibration Decibels
- VMT – Vehicle Miles Traveled
- WQMP - Water Quality Management Plan

July 13, 2021

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: COMMUNITY DEVELOPMENT DEPARTMENT

SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING TENTATIVE TRACT MAP NO. 83170 TO CREATE A 29-UNIT CONDOMINIUM DEVELOPMENT AT 1950 NORTH CENTRAL AVENUE

SUMMARY

Adoption of the attached resolution will approve Tentative Tract Map No. 83170 to create a private 29-unit townhouse style condominium development for the property located at 1950 North Central Avenue, Compton.

BACKGROUND

The applicant is proposing to redevelop a vacant lot owned by the Housing Successor Agency into a 29-unit condominium development that will appear as 29 detached single-family houses.

The site was previously developed as a 40,000 square foot commercial bowling alley built in 1962 that ceased operation in 1970. The building was then reopened in 1984 as a skating rink, but closed down in 1988. The site has been vacant since 1988.

STATEMENT OF ISSUE

The proposed condominium Tentative Tract Map No. 83170 is needed in order to facilitate the creation of condominiums to allow the units to be sold individually. One master lot is proposed with airspace rights for 29 dwelling units, common area and private streets.

Environmental Review:

In accordance with the California Environmental Quality Act ("CEQA"), California Public Resources Code, Division 13 §21000 et seq., an Initial Study for the project was prepared by Parker Environmental Consultants on behalf of the City. The City of Compton, in its capacity as Lead Agency, has determined that the proposed project requires a Mitigated Negative Declaration and Mitigation-Monitoring Plan, as part of its environmental review.

A Mitigated Negative Declaration ("MND") is a determination that the proposed project will not have a significant effect on the environment with the implementation of the mitigation measures.

The Initial Study/MND environmental document was posted in the Los Angeles County Clerk's Office in Norwalk, posted on the Compton Community Development Department's webpage and circulated to service providers, public agencies and adjacent property owners for a twenty (20) day public review period from March 4, 2021 to March 24, 2021.

FISCAL IMPACT

There is no direct fiscal impact to the General Fund that will result from the approval of Tentative Tract Map No. 83170. This proposed resolution establishes a private 29-unit townhouse style condominium development. No General Fund expenditure is proposed.

FINDINGS FOR APPROVAL OF TENTATIVE TRACT MAP NO. 83170:

A. The proposed subdivision for condominium purposes will substantially comply with the proposed General Plan Land Use Designation and zoning classification of Specific Plan.

The Project is consistent with the objectives, policies, general land uses, and programs of the General Plan. With respect to land use consistency between the Project and the City General Plan, the General Plan permits the residential use at the density proposed by the Project. The General Plan Amendment approved by the City on May 11, 2021 allows residential density of 150-175 dwelling units per acre. The Project proposes a maximum density of 9.58 units per acre, well below the maximum allowed by the General Plan.

The Project is also consistent with the objectives and policies of the General Plan of the City. More specifically, the Project is consistent with the following portions of the General Plan:

Land Use Goal 5. The City of Compton will work to rehabilitate and conserve the existing neighborhoods.

The Project is consistent with Land Use Goal 5 because it converts a currently vacant and previously distressed site into single family residential consistent with adjacent existing neighborhoods to the north, west and south.

Housing Goal 2. Provide a variety of types and an adequate supply of housing to meet the existing and future needs of City residents.

The Project is consistent with Housing Goal 2 because it provides a small condominium based single-family housing product, including two (2) dwelling units restricted to moderate-income families.

Housing Goal 3. Eliminate conflicts between residential and nonresidential uses.

The Project is consistent with Housing Element Goal 3 because it replaces a former commercial use with a small residential site single-family product that provides a compatible transition between the adjacent existing single-family neighborhoods to the north, west and south and the institutional and industrial type uses to the east.

Housing Goal 4. Increase opportunities for homeownership.

The Project is consistent with Housing Element Goal 4 because it provides for sale single-family housing units at attainable pricing, with two (2) units at rates affordable to moderate income incomes.

Housing Goal 5. Promote equal opportunity for all residents to reside in the housing of their choice.

The Project is consistent with Housing Element Goal 5 because it provides for sale single-family housing units at attainable pricing, with two units at rates affordable to moderate income incomes.

Housing Goal 7. Reduce overall housing costs through programs to reduce energy costs.

The Project is consistent with Housing Element Goal 7 because it provides energy efficient housing consistent with the Green Building Code, including solar, energy star–labeled products and appliances.

Air Quality Element Goal 3. Reduce emissions associated with vehicle miles traveled by providing a balance of jobs and housing.

The Project is consistent with Air Quality Element Goal 3 because it replaces a previous commercial use with residential, in close proximity to available bus transit.

Air Quality Element Goal 4. Reduce emissions associated with energy consumption.

The Project is consistent with Air Quality Element 4 because it provides energy efficient housing consistent with the Green Building Code, including solar, electrical vehicle charging outlets, energy star–labeled products and appliances.

Air Quality Element Goal 5. Reduce air pollution emissions and impacts through site planning and building design.

The Project is consistent with Air Quality Element 5 because it is an infill development and provides energy efficient housing consistent with the Green Building Code.

The Project is also consistent with the 134th & Central Specific Plan. The Specific Plan authorizes a systematic implementation of a general plan for the Project Site. It provides policies and regulations to ensure efficient, orderly development of the Project site in accordance with the City's General Plan. The Project is consistent with the land use, site planning, and building intensity and design guidelines within the Specific Plan, such as the land use plan; permitted uses, residential density; building height; minimum residential site size; setbacks; permitted projections into required yards; parking; unit storage; usable open space; and amenities. The Project proposes 9.58 dwelling units per acre, consistent with the Specific Plan's density. The Project is also consistent with the Specific Plan's design guidelines, including providing housing in a Spanish Colonial style and a Santa Barbara style design for the two plan types. Therefore, the consistent with the Specific Plan.

B. The project conforms to the State Subdivision Map Act and the State Seismic Hazards Mapping Act ("SHMA") of 1999 and Chapter 28 of the Compton Municipal Code.

As set forth in detail below, the Project conforms to the Subdivision Map Act (Cal. Gov. Code 66410 et seq.).

The Project conforms to the State Seismic Hazards Mapping Act ("SHMA") of 1999. The Newport – Inglewood Fault Zone is the only active fault zone that lies within the City of Compton. The fault zone is runs through the southwest corner of Compton, and at its closest is 2 miles southwest of the Project site. There are no designated Alquist-Priolo Special Studies Zones found within the City. Furthermore, any seismic impacts would be mitigated by compliance with Building Codes. As required by the California Building Code (“CBC”), geotechnical and soils studies are required prior to Project grading. Project construction must then comply with the requirements of the approved geotechnical report and CBC.

The Project conforms to Chapter 28 of the Compton Municipal Code because it has complied with all procedural requirements for Tentative Tract Map filing, as demonstrated in the recitals above.

C. The proposed subdivision for condominium purposes is located on a site that is physically suitable for residential development and will eliminate long term blighted property and provide greater housing opportunities.

The Project site is currently vacant, with the majority of the site paved with asphalt or covered with concrete, and the remnants of the old building footings and slabs. Previously, the site contained a 40,000 square foot commercial building that was built as a bowling alley in 1962. The interior of the building was destroyed by fire in the 1970’s. The building laid dormant up to 1984, when it was renovated and opened as a Skateland U.S.A., where local youths could skate. Within a few months, Skateland

became a popular hip-hop venue, and operated as a successful nightclub as well as a skating rink. However, by 1988, neighborhood crime forced the venue to close. The building was used as a storage facility until its permanent closure and demolition. The Project will eliminate this long term blight.

The Project will provide greater housing opportunities. The Project consists of a 29 single-family, detached home community. The community will provide affordably priced homes in an area with convenient access to schools, parks, shopping and employment. Target market for the community includes couples, families, and first time homebuyers. Of the 29 houses, two will be designated moderate level affordable.

The Subdivision Map Act sets forth the findings necessary for a local government to deny a Tentative Tract Map, as set forth below. Based on the above recitals and the facts in the entire record, including, without limitation, the Mitigated Negative Declaration, oral and written testimony and other evidence received at the public hearings, reports and other transmittals from City staff to the Planning Commission and the City Council, and upon studies and investigations made by the Planning Commission and the City Council, the City Council finds that it is unable to make any of the findings necessary to deny the Tentative Tract Map, as follows:

1. *The proposed map is consistent with applicable general and specific plans as specified in Section 65451.*

As set forth in detail above, the proposed Tentative Tract Map is consistent with the Specific Plan designation of the General Plan and consistent with the 134th & Central Specific Plan, including all development standards. Section 1 (A) above sets forth these findings in detail.

2. *The design or improvement of the proposed subdivision is consistent with applicable general and specific plans.*

The design or improvement of the proposed Tentative Tract Map is consistent with the 134th & Central Specific Plan. Section V of the Specific Plan addresses Project infrastructure, including water, sewer, drainage, solid waste, circulation, and utilities. Additionally, Section VI of the Specific Plan identifies sustainability features. The Project would be consistent with the infrastructure, sustainability, and design provisions of the Specific Plan. Moreover, as indicated above, the Project is consistent with the General Plan. Therefore, the proposed Tentative Tract Map is consistent with the Specific Plan and the General Plan.

3. *That the site is physically suitable for the type of development.*

The site is physically suitable for the type of residential development. The Project site is surrounded by single family residential on the north, south and west. Immediately, north and south of the site, the single-family houses are two-story. The majority of the other surrounding single-family houses are single-story. East of North Water Way, there is the two-story KIPP School. The Project Site is suitable for the type of development because it is currently vacant, converting a blighted unutilized parcel that was previously developed into much-needed housing. The site is also suitable for this development because the proposed use is similar to the surrounding uses, which consist of single-family residential development.

4. *That the site is physically suitable for the proposed density of development.*

The site is physically suitable for the density proposed and is compatible with the current single-family residential density existing in the surrounding vicinity. The surrounding neighborhood is zoned as Low Density Residential, which allows 8.0 dwelling units per acre. The Project only proposes a slightly higher density, 9.58 dwelling units per acre, in order to provide the two (2) moderate-income units.

5. *The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.*

The MND identifies no significant impacts to any biological resource. The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat because the City and the Project Site are largely urbanized. Since surrounding areas are fully urbanized, there are no species identified as endangered, or candidates for listing in the City. Special interest and sensitive species are located far away from the site in the Compton Creek area. Therefore, there is no habitat or wildlife currently using the site that would be adversely impacted by the proposed development. No riparian habitat or other sensitive natural community are known to occur on the site or surrounding area.

The Project site is covered with paving and scattered non-native shrubs and trees. The one natural habitat area identified in the General Plan is Compton Creek located about 0.3 to 10 miles south and east of the Project site. Consequently, Project implementation would not result in significant adverse impacts to riparian or other sensitive natural community

6. *The design of the subdivision or type of improvements is likely to cause serious public health problems.*

The design of the proposed subdivision and the type of improvements will improve the site and surrounding community through redevelopment of a vacant site and will not cause serious public health problems. The Project will be constructed in compliance with all applicable CBC requirements. Further, adherence to the Specific Plan infrastructure requirements, including, sewer, water, storm drainage and circulation will avoid any serious public health problems. The MND details the Project's compliance with all environmental statues designed to protect the public, and determined that, due to compliance with these laws, there would be no impact.

8. *The design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, propertywithin the proposed subdivision.*

The design of the proposed condominium subdivision will not conflict with any existing easement or prohibit/restrict existing access to any property. The site does not have any existing streets onsite or provide through access to any other site or street. Access into the site will only serve the proposed onsite residential development.

RECOMMENDATION

Staff recommends that City Council adopt the attached Resolution approving Tentative Tract Map No. 83170.

ROBERT DELGADILLO, SENIOR PLANNER
PLANNING DIVISION
COMMUNITY DEVELOPMENT DEPARTMENT

APPROVED FOR FORWARDING:

CRAIG J. CORNWELL
CITY MANAGER

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING TENTATIVE TRACT MAP NO. 83170 TO CREATE A 29-UNIT CONDOMINIUM DEVELOPMENT AT 1950 NORTH CENTRAL AVENUE

WHEREAS, the Olson Company has made application for a Tentative Tract Map in accordance with Section 28 of the Compton Municipal Code, a request to create a 29-unit condominium development map for the certain real property situated in the City of Compton ("City"), legally described as follows:

6143-003-902; located at 1950 N. Central Ave. Compton, California (the "Project Site"); and

WHEREAS, an application for the 134 & Central Specific Plan Project (the "Project"), was filed by the project applicant, the Olson Company ("Applicant"), with the City on July 16, 2020, and deemed complete on February 15, 2020. The entitlement requests (collectively, "Entitlements") include:

1. General Plan Amendment Case No. GPA 20-0002 to amend the General Plan Land Use designation of the Project Site to Specific Plan (SP).

2. Zone Change Case No. COZ 2020-0002 to amend the zoning map in order to designate the Project Site as SP.

3. Tentative Tract Map 83170 to subdivide the Project Site.

4. 134th & Central Specific Plan document for the establishment of the 134th & Central Specific Plan consisting of 29 condominium units; and

WHEREAS, on May 11, 2021, the City Council adopted amendments to the City's General Plan to establish the Specific Plan Land Use Designation and to apply that land use designation to the Project Site; and

WHEREAS, the Entitlements for the Project include the Specific Plan, Zone Change, associated Tentative Tract Map No 83170, and the previously approved General Plan Amendment; and

WHEREAS, the Tentative Tract Map must be processed in accordance with Chapter 28 of the Compton Municipal Code ("CMC"), and must be approved subject to the findings required in Chapter 38 of the CMC and the Subdivision Map Act; and

WHEREAS, an Initial Study, Mitigated Negative Declaration ("MND") No. 948 and Mitigation Monitoring Program were prepared in accordance with the California Environmental Quality Act ("CEQA"); and

WHEREAS, all environmental documents were processed in accordance with CEQA; and

WHEREAS, the notice of intent along with the MND was posted with the Los Angeles County Clerk's office in Norwalk, circulated for a 20 day public review period, mailed to abutting property owners and posted on the City's website; and

WHEREAS, referral, publication and written notice was provided in accordance with Sections 65090, and 65091 of the California Government Code prior to consideration of the request by the City Council; and

WHEREAS, a public hearing upon said request for a Tentative Tract Map was held before the Planning Commission on June 16, 2021; and

WHEREAS, on June 16, 2021 the Planning Commission reviewed and considered the MND, the Mitigation Monitoring and Reporting Program, and any comments provided thereon, and adopted Resolution No. 4014, which includes a recommendation that the City Council adopt MND No. 948, adopt the Mitigation Monitoring and Reporting Program and a recommendation for denial of the within proposed Tentative Tract Map No. 83170 and;

WHEREAS, the documents and other materials that constitute the record of proceedings upon which the CEQA determination is made are maintained in the Community Development Department located at City of Compton at 205 S. Willowbrook Avenue; and

WHEREAS, evidence was heard from all persons interested in effecting said TentativeTract Map and all persons protesting same; and

WHEREAS, at the public hearing of July 13, 2021, the City Council, adopted Mitigated Negative Declaration No. 948, made appropriate environmental findings, and adopted a Mitigation Monitoring and Reporting Program for the Project Entitlements, including Tentative Tract Map No. 83170; and

WHEREAS, a public hearing on said request to approve Tentative Tract Map No. 83170 was held before the City Council on July 13, 2021; and

WHEREAS, the City Council considered all the information presented pertaining to Tentative Tract Map No. 83170; and

WHEREAS, the City Council being fully informed:

FINDS

Chapter 38-3 of the CMC specifies the required findings for approval of the Tentative Tract Map, as set forth below. Based on the above recitals and the facts in the entire record, including, without limitation, the Mitigated Negative Declaration, oral and written testimony and other evidence received at the public hearings, reports and other transmittals from City staff to the Planning Commission and the City Council, and upon studies and investigations made by the Planning Commission and the City Council, the City Council finds as follows:

A. The proposed subdivision for condominium purposes will substantially comply with the proposed General Plan land use designation and zoning classification of Specific Plan.

The Project is consistent with the objectives, policies, general land uses, and programs of the General Plan. With respect to land use consistency between the Project and the City General Plan, the General Plan permits the residential use at the density proposed by the Project. The General Plan Amendment approved by the City on May 11, 2021 allows residential density of 150-175 dwelling units per acre. The Project proposes a maximum density of 9.58 units per acre, well below the maximum allowed by the General Plan.

The Project is also consistent with the objectives and policies of the General Plan of the City. More specifically, the Project is consistent with the following portions of the General Plan:

Land Use Goal 5. The City of Compton will work to rehabilitate and conserve the existing neighborhoods.

The Project is consistent with Land Use Goal 5 because it converts a currently vacant and previously distressed site into single family residential consistent with adjacent existing neighborhoods to the north, west and south.

Housing Goal 2. Provide a variety of types and an adequate supply of housing to meet the existing and future needs of City residents.

The Project is consistent with Housing Goal 2 because it provides a small condominium based single-family housing product, including two dwelling units restricted to moderate-income families.

Housing Goal 3. Eliminate conflicts between residential and nonresidential uses.

The Project is consistent with Housing Element Goal 3 because it replaces a former commercial use with a small residential site single-family product that provides a compatible transition between the adjacent existing single-family neighborhoods to the north, west and south and the institutional and industrial type uses to the east.

Housing Goal 4. Increase opportunities for homeownership.

The Project is consistent with Housing Element Goal 4 because it provides for sale single-family housing units at attainable pricing, with two units at rates affordable to moderate income incomes.

Housing Goal 5. Promote equal opportunity for all residents to reside in the housing of their choice.

The Project is consistent with Housing Element Goal 5 because it provides for sale single-family housing units at attainable pricing, with two units at rates affordable to moderate income incomes.

Housing Goal 7. Reduce overall housing costs through programs to reduce energy costs.

The Project is consistent with Housing Element Goal 7 because it provides energy efficient housing consistent with the Green Building Code, including solar, energy star–labeled products and appliances.

Air Quality Element Goal 3. Reduce emissions associated with vehicle miles traveled by providing a balance of jobs and housing.

The Project is consistent with Air Quality Element Goal 3 because it replaces a previous commercial use with residential, in close proximity to available bus transit.

Air Quality Element Goal 4. Reduce emissions associated with energy consumption.

The Project is consistent with Air Quality Element 4 because it provides energy efficient housing consistent with the Green Building Code, including solar, electrical vehicle charging outlets, energy star–labeled products and appliances.

Air Quality Element Goal 5. Reduce air pollution emissions and impacts through site planning and building design.

The Project is consistent with Air Quality Element 5 because it is an infill development and provides energy efficient housing consistent with the Green Building Code.

The Project is also consistent with the 134th & Central Specific Plan. The Specific Plan authorizes a systematic implementation of a general plan for the Project Site. It provides policies and regulations to ensure efficient, orderly development of the Project site in accordance with the City's General Plan. The Project is consistent with the land use, site

planning, and building intensity and design guidelines within the Specific Plan, such as the land use plan; permitted uses, residential density; building height; minimum residential site size; setbacks; permitted projections into required yards; parking; unit storage; usable open space; and amenities. The Project proposes 9.58 dwelling units per acre, consistent with the Specific Plan's density. The Project is also consistent with the Specific Plan's design guidelines, including providing housing in a Spanish Colonial style and a Santa Barbara style design for the two plan types. Therefore, the consistent with the Specific Plan.

B. The Project conforms to the State Subdivision Map Act and the State Seismic Hazards Mapping Act ("SHMA") of 1999 and Chapter 28 of the Compton Municipal Code.

As set forth in detail below, the Project conforms to the Subdivision Map Act (Cal. Gov. Code 66410 et seq.).

The Project conforms to the State Seismic Hazards Mapping Act ("SHMA") of 1999. The Newport – Inglewood Fault Zone is the only active fault zone that lies within the City of Compton. The fault zone is runs through the southwest corner of Compton, and at its closest is 2 miles southwest of the Project site. There are no designated Alquist-Priolo Special Studies Zones found within the City. Furthermore, any seismic impacts would be mitigated by compliance with Building Codes. As required by the California Building Code ("CBC"), geotechnical and soils studies are required prior to Project grading. Project construction must then comply with the requirements of the approved geotechnical report and CBC.

The Project conforms to Chapter 28 of the Compton Municipal Code because it has complied with all procedural requirements for Tentative Tract Map filing, as demonstrated in the recitals above.

C. The proposed subdivision for condominium purposes is located on a site that is physically suitable for residential development and will eliminate long term blighted property and provide greater housing opportunities.

The Project site is currently vacant, with the majority of the site paved with asphalt or covered with concrete, and the remnants of the old building footings and slabs. Previously, the site contained a 40,000 square foot commercial building that was built as a bowling alley in 1962.

The interior of the building was destroyed by fire in the 1970's. The building laid dormant up to 1984, when it was renovated and opened as a Skateland U.S.A., where local youths could skate. Within a few months, Skateland became a popular hip-hop venue, and operated as a successful nightclub as well as a skating rink. However, by 1988, neighborhood crime forced the venue to close. The building was used as a storage facility until its permanent closure and demolition. The Project will eliminate this long term blight.

The Project will provide greater housing opportunities. The Project consists of a 29 single-family, detached home community. The community will provide affordably priced homes in an area with convenient access to schools, parks, shopping and employment. Target market for the community includes couples, families, and first time homebuyers. Of the 29 houses, two will be designated moderate level affordable.

The Subdivision Map Act sets forth the findings necessary for a local government to deny a Tentative Tract Map, as set forth below. Based on the above recitals and the facts in the entire record, including, without limitation, the Mitigated Negative Declaration, oral and written testimony and other evidence received at the public hearings, reports and other transmittals from City staff to the Planning Commission and the City Council, and upon studies and investigations made by the Planning Commission and the City Council, the City Council finds that it is unable to make any of the findings necessary to deny the Tentative Tract Map, as follows:

1. *The proposed map is consistent with applicable general and specific plans as specified in Section 65451.*

As set forth in detail above, the proposed Tentative Tract Map is consistent with the Specific Plan designation of the General Plan and consistent with the 134th & Central Specific Plan, including all development standards. Section 1 (A) above sets forth these findings in detail.

2. *The design or improvement of the proposed subdivision is consistent with applicable general and specific plans.*

The design or improvement of the proposed tentative tract map is consistent with the 134th & Central Specific Plan. Section V of the Specific Plan addresses Project infrastructure, including water, sewer, drainage, solid waste, circulation, and utilities. Additionally, Section VI of the Specific Plan identifies sustainability features. The Project would be consistent with the infrastructure, sustainability, and design provisions of the Specific Plan. Moreover, as indicated above, the Project is consistent with the general Plan. Therefore, the proposed Tentative Tract Map is consistent with the Specific Plan and the General Plan.

3. *That the site is physically suitable for the type of development.*

The site is physically suitable for the type of residential development. The Project site is surrounded by single family residential on the north, south and west. Immediately, north and south of the site, the single family houses are two-story. The majority of the other surrounding single-family houses are single-story. East of North Water Way, there is the two-story KIPP School. The Project Site is suitable for the type of development because it is currently vacant, converting a blighted unutilized parcel that was previously developed into much-needed housing. The site is also suitable for this development because the proposed use is similar to the surrounding uses, which consist of single-family residential development.

4. *That the site is physically suitable for the proposed density of development.*

The site is physically suitable for the density proposed and is compatible with the currently single-family residential density existing in the surrounding vicinity. The surrounding neighborhood is zoned as Low Density Residential, which allows 8.0 dwelling units per acre. The Project only proposes a slightly higher density, 9.58 dwelling units per acre, in order to provide the two moderate-income units.

5. *The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.*

The MND identifies no significant impacts to any biological resource. The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat because the City and the Project Site are largely urbanized. Since surrounding areas are fully urbanized, there are no species identified as endangered, or candidates for listing in the City. Special interest and sensitive species are located far away from the site in the Compton Creek area. Therefore, there is no habitat or wildlife currently using the site that would be adversely impacted by the proposed development.

No riparian habitat or other sensitive natural community are known to occur on the site or surrounding area. The Project site is covered with paving and scattered non-native shrubs and trees. The one natural habitat area identified in the General Plan is Compton Creek located about 0.3 to 10 miles south and east of the Project site. Consequently, Project implementation would not result in significant adverse impacts to riparian or other sensitive natural community

6. *The design of the subdivision or type of improvements is likely to cause serious public health problems.*

The design of the proposed subdivision and the type of improvements will improve the site and surrounding community through redevelopment of a vacant site and will not cause serious public health problems. The Project will be constructed in compliance with all applicable CBC requirements. Further, adherence to the Specific Plan infrastructure requirements, including, sewer, water, storm drainage and circulation will avoid any serious public health problems. The MND details the Project's compliance with all environmental statues designed to protect the public, and determined that, due to compliance with these laws, there would be no impact.

7. *The design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.*

The design of the proposed condominium subdivision will not conflict with any existing easement or prohibit/restrict existing access to any property. The site does not have any existing streets onsite or provide through access to any other site or street. Access into the site will only serve the proposed onsite residential development.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. That Tentative Tract Map No. 83170, a request to create a 29-unit condominium map for the property located at 1950 North Central Avenue, Compton, shall be subject to the following conditions:

1. That Tentative Tract Map No. 83170 shall be contingent on adoption of Mitigated Negative Declaration No. 948 and approval and adoption of Change of Zone Case No. 2020-002.
2. That in accordance with Section 28-4.23 of the Compton Municipal Code, fee in lieu of dedication of land, shall be allocated to the Department of Parks and Recreation in an amount equal to 5.3% of the fair market value of the land comprising the subdivision. That said fees shall be payable prior to issuance of certificate of occupancy for the units.
3. That the applicant and/or developer shall file with the City all deposits and bonds as the City Engineer and/or City Building Official determines as necessary to comply with Section 28-11 of the Compton Municipal Code.
4. That the owner submit a title report no older than one year.
5. That any required CC&R's for the subject subdivision shall be subject to review and approval by the City Attorney prior to approval of the Final Map.
6. That each unit shall have separate utility service individually metered (i.e. electric, water,gas, etc.).
7. That a boundary and topographic survey by a licensed surveyor showing monuments forall of the property corners and any found or set monuments as well be submitted. This survey will be based on a valid Basis of Bearing based on a recorded document and a Benchmark with an identification, location and elevation.
8. That the applicant and/or developer shall replace and/or repair sidewalks, curbs, guttersor parkways located adjacent to the subject site along Central Ave and 134th Street as required and directed by the Public Works Director.
9. That a street plan will be submitted showing street, sidewalks, curb and gutters in the public right-of-way for the approval of the City Engineer.
10. That an onsite paving plan be submitted for the approval of the City Engineer.
11. That grading and drainage plans and hydrology report, as required by Public Works and Building and Safety Departments, shall be submitted to and approved by the City Engineer prior to submittal of Final Map.

12. That an Erosion Control be submitted with the grading plan to prevent sediment and runoff from the site during construction for the approval of the City Engineer.
13. That a Geotechnical Study be conducted for the site with recommendations be for the buildings and pavement and if infiltration will be implemented, provide a percolation test.
14. That all utility lines (i.e. electric, street lighting, cable/satellite television, telephone, etc.) shall be placed underground. An onsite utility plan shall be submitted for the approval ofthe City Engineer.
15. That the Street Lighting provide a photometric plan for both offsite along Central Avenueand 134th Street and onsite to justify the offsite Street Lighting Plan and the locations ofthe onsite light poles on that separate onsite lighting plan.
16. That an onsite sewer plan delineating the connections to the individual units be submittedfor the approval of the City Engineer.
17. That an offsite sewer plan delineating the connection to the sewer main be submitted forthe approval of the City Engineer.
18. That a plan for providing water service to the subdivision, including all necessary easements and meter locations, shall be submitted to and approved by the Public Works and Water Departments prior to submission of the Final Map. Water lines, including anyrequired upgrades shall be built to City standards.
19. That a plan for providing sewer service to the subdivision including all necessary easements and sewer line upgrades, shall be submitted to and approved by the City Engineer and that the sewer lines, including upgrades shall be built to City standards.
20. Elevations of all building pad(s) shall be above the flood level per the current L.A. CO. Flood Control Districts requirements [LACFCD]. Submit Hydrology/Hydraulics Analysis in compliance with the L.A.C.F.C.D.'s requirements for review/approval by the City.
21. The proposed development shall comply with all applicable state or federal laws and regulations including but not limited to National Pollutant Discharge Elimination SystemNPDES [LID, SUSMP, etc] requirements.
22. That a Low Impact Development (LID) be submitted with the grading plan.
23. That a Storm Water Management Plan be submitted for the development showing post construction storm water Best Management Practices (BMP's).
24. That an onsite storm drain plan be submitted showing the connections to the roof drainsare being properly filtered and discharged to an approved drainage facility.
25. That an onsite landscaping plan be submitted in compliance with the State MWELO requirements for the approval of the City Engineer.
26. That prior to Final Map approval, the final site and circulation plan must be reviewed andapproved by the City of Compton Fire Department to ensure the development conformswith the following but not limited to: fire hydrants, fire lanes, development access points,etc.
27. That the number, spacing, and location of all required fire hydrants shall be reviewedand approved by the Fire and Water Departments
28. That preparation and recordation of the Final Map shall meet all requirements of theSubdivision Map Act and Chapter 28 inclusive of the Compton Municipal Code.
29. That a copy of the Final Map and copies of all improvement plans shall be submitted to the Planning Department and Public Works Department for inclusion in project files priorto approval of the Final Map by the City Engineer.
30. That construction and property development shall comply with all applicable Federal, State, County, Local Codes, including but not limited to the Compton Municipal Codes, Building Codes, Fire Codes, Housing Codes, Zoning Codes, etc.
31. That the applicant or property owner shall be responsible for maintenance of the propertyin accordance with all applicable local ordinances.
32. If required by the Fire Department, a California licensed Professional Engineer must prepare a water pressure analysis for the project and shall be submitted for review and approval by the City Public Works/Municipal Utilities Department.

33. Prior to the issuance of the certificate of occupancy, the applicant and/or developer mustimplement all Fire Department requirements, which may include, but are not limited to, emergency access, parking prohibitions, fire sprinklers, knox-box or key, on-site fire hydrants, fire escapes, fire alarms etc.
34. That all emergency and fire access points and fire lanes shall be maintained free ofobstructions at all times.
35. All entry gates shall also be equipped with Knox boxes or Knox key switches for power-activated gates, as approved by the Fire Department.
36. That the applicant, property manager/HOA, or other responsible party shall be requiredto implement graffiti removal within three (3) days of notification by the City.
37. That the interior and exterior of the property shall be maintained free of trash and debris, and that suitable trash bins shall be maintained on site throughout the construction period.
38. That all conditions of this approval shall be recorded so that future owners/operators willbe informed of rights and restrictions placed on the property while this approval is in force.
39. That the property shall be developed substantially in accordance with the approved siteplan, floor plans, elevations, improvement plans and other documents for the 134th and Central Specific Plan as part of Change of Zone 2020-002 unless otherwise modified by the Community Development Department. Substantial changes/modifications shall be referred back to Planning Commission for review and determination.
40. That a copy of these conditions of approval shall be attached to the plan-check set of plans submitted to the Building Department for plan check as a detail sheet.
41. That the applicant shall enter into a fair share agreement with the City for the installation of a traffic signal at the intersection of 134th Street and Central Avenue prior to the issuance of certificates of Occupancy. The fair share agreement shall be reviewed and approved by the Public works Department.
42. That Tentative Parcel Map No. 83170 shall expire 24 months after City Council approvalexcept as provided under the provisions of California Government Code Section 66452.6. The subdivision proposed by Tentative Parcel Map No. 83170 shall not be effective until such time that a final map is recorded.

Environmental (Mitigation Measures) Conditions of Approval:

1. The project must follow the standard SCAQMD rules and requirements with regards to fugitive dust control, which includes, but are not limited to the following:
   a. All active construction areas shall be watered two (2) times daily.
   b. Speed on unpaved roads shall be reduced to less than 15 mph.
   c. Any visible dirt deposition on any public roadway shall be swept or washed at thesite access points within 30 minutes.
   d. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
   e. All operations on any unpaved surface shall be suspended if winds exceed 15 mph.
   f. Access points shall be washed or swept daily.
   g. Construction sites shall be sandbagged for erosion control.
   h. Apply nontoxic chemical soil stabilizers according to manufacturers' specificationsto all inactive construction areas (previously graded areas inactive for 10 days or more).
   i. Cover all trucks hauling dirt, sand, soil, or other loose materials, and maintain at least 2 feet of freeboard space in accordance with the requirements of California Vehicle Code (CVC) section 23114.
   j. Pave or gravel construction access roads at least 100 feet onto the site from the main road and use gravel aprons at truck exits.
   k. Replace the ground cover of disturbed areas as quickly possible.

l. A fugitive dust control plan should be prepared and submitted to SCAQMD prior to the start of construction.

2. **Construction Management Plan.** The Project Applicant shall prepare and implement a Construction Management Plan which will include Best Available Control Measures for review and acceptance by the City Building Official. The plan shall include strategies for ensuring the following measures are implemented:
   a. Require all construction equipment to have Tier 3 modified to Tier 4 or Tier 4 low emission "clean diesel" engines that include diesel oxidation catalysts and diesel particulate filters that meet the latest CARB best available control technology.
   b. Construction equipment shall be maintained in proper tune.
   c. All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five (5) minutes or longer.
   d. Minimize the simultaneous operation of multiple construction equipment units.
   e. The use of heavy construction equipment and earthmoving activity should be suspended during Air Alerts when the Air Quality Index reaches the "Unhealthy" level.
   f. Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.
   g. Establish staging areas for the construction equipment that are as distant as possible from adjacent sensitive receptors (residential land uses).
   h. Use haul trucks with on-road engines instead of off-road engines for on-site hauling.
   i. Utilize zero VOC and low VOC paints and solvents, wherever possible.

3. **Unanticipated Discovery of Archaeological Resources.** If an archaeological resource is encountered during ground-disturbing activities, work within 50 feet of thefind must halt and a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology must be contacted immediately to evaluate the find. If the discovery proves to be significant under CEQA, additional work such as data recovery excavation may be warranted.

   The on-site monitoring shall end when the project site excavation activities are completed, or sooner if the archaeologist indicates that the site has a low potential for archeological resources. During monitoring, the archaeologist shall complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified.

   Following completion of monitoring, the archaeologist shall prepare a summary memorandum of finds, their significance under CEQA and their disposition.

   (*Note: The California Historical Resources Information System contains a listing of qualified archaeologists at www.chrisinfo.org.)

4. **Unanticipated Discovery of Human Remains.** The discovery of human remains is always a possibility during ground-disturbing activities. If human remains are found, theState of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made a determination of origin anddisposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the county coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a most likely descendant (MLD). The MLD

shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

5. **Lead in Soil**. Prior to issuance of a building permit for a residential unit, the Applicant shall demonstrate that the approximately 10 cubic yards of near surface lead contaminated soils have been removed and disposed of, in accordance with all applicable laws.

6. **Traffic Control Plan.** Prior to any grading or construction activities, the Applicant shall provide for review and approval of the City Engineer a construction traffic control plan to ensure emergency access routes are not obstructed.

7. **Operational Noise – On-site**. All HVAC units within the Project shall be partially enclosed behind a noise screening wall and/or shielded from line of sight of any adjacent property line.

8. **Operational Noise – On-site.** The following measures shall be incorporated into the Project Covenants, Conditions, and Restrictions (CC&Rs) and enforced by the future Project Homeowners Association:
   a. Delivery, loading/unloading activity, and trash pick-up hours should be limited to daytime (7 a.m. – 10 p.m.) hours only.
   b. Limit engine idling time for all delivery vehicles and moving trucks to 5 minutes or less.

9. **Operational Noise – Off-site.** The Project Applicant shall ensure that the Project incorporates the following features, and/or otherwise provide sufficient noise calculation to demonstrate to the City Building Division that the proposed building shell and window assemblies will achieve exterior to interior noise reduction necessary to meet the State of California and City of Compton requirements.

   a. The project will be required to incorporate building construction techniques that achieve the minimum interior noise standard of 45 dBA CNEL for all residential units.
   b. A “windows closed” condition is expected to be required for all residential units within the project site to meet the interior noise standard. To accommodate a windows closed conditions, all units shall be equipped with an adequate fresh air ventilation system, per the requirements of the California Building Code (CBC).
   c. The first row units facing Central Avenue will require upgraded windows and sliding glass doors with minimum STC rating of 32 for rear and side walls.
   d. The project will comply with California Title 24 building insulation requirements for exterior walls, roofs, and common separating assemblies (e.g., floor/ceiling assemblies and demising walls).
   e. Interior noise levels due to exterior sources must not exceed a community noise equivalent level (CNEL) or a day-night level (LDN) of 45 dBA, in any habitable room.
   f. For proper acoustical performance, all exterior windows, doors, and sliding glass doors should have a positive seal and leaks/cracks must be kept to a minimum.

10. **Operational Noise – Off-site.** A noise screening wall shall be provided along Central Avenue to shield residential backyards and first floor building facades from roadway noise. The screening wall should be minimum of six (6) feet in height and the barrier’s weight should be at least 3.5 pounds per square foot of face area without decorative cutouts or line-of-site openings between the shielded

areas and the project site. All gaps (except for weep holes) should be filled with grout or caulking to avoid flanking. To prevent noise intrusion, the screening wall should wrap around the sides of homes adjacent to the emergency vehicle access opening (as shown on the project's fence and wall plan). The noise control barrier may be constructed using one, or any combination of the following materials:

- Masonry block (including Proto II type walls);
- Stucco veneer over wood framing (or foam core), or 1-inch thick tongue and groove wood of sufficient weight per square foot;
- Transparent glass (3/8 inch thick), acrylic, polycarbonate, or other transparent material with sufficient weight per square foot.

11. **Construction Noise – Off-site.** The Project Applicant shall prepare and implement a Construction Management Plan that will include the following construction noise management strategies:

a. All construction equipment shall be equipped with muffles and other suitable noise attenuation devices (e.g., engine shields).
b. Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than track equipment), to the maximum extent feasible.
c. If feasible, electric hook-ups shall be provided to avoid the use of generators. If electric service is determined to be infeasible for the site, only whisper-quiet generators shall be used (i.e., inverter generators capable of providing variable load.
d. Use electric air compressors and similar power tools rather than diesel equipment, where feasible.
e. Locate staging area, generators, and stationary construction equipment as far from the adjacent residential homes as feasible.
f. Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes.
g. Post a sign on each street frontage in a readily visible location at the project site that indicates the dates and duration of construction activities, as well as provide a telephone number where residents can enquire about the construction process and register complaints to an assigned construction noise disturbance coordinator.

12. **Traffic Signal.** Prior to issuance of building permits, the Applicant shall contribute its fair share payment to the traffic signal at Central Avenue / 134th Street. The fair share payment shall be in the amount calculated by the Traffic Impact Study and Public Works Department.

13. **Site Access.** Prior to issuance of a certificate of occupancy, the Applicant shall demonstrate that the following measures have been completed to the City's satisfaction:

- Install stop signs, stop bars, and stop legends at all project access driveways.
- Adequate sight distance should be provided and maintained at all project access driveways per County of Los Angeles standards.
- The sight distance triangle or limited use area, shown in Figure 17, shall be used for the purpose of prohibiting or clearing obstructions to maintain adequate sight distance at intersections.

- The sight distance triangle or limited use area to be kept clear of all obstructions over30 inches high, including vegetation.

- No trees, walls, or any obstructions shall be allowed in the sight distance triangle or limited use area.

14. **Native American Monitoring.** If potential Native American resources are uncoveredduring grading, the applicant shall be required to halt work within 50 feet of the find, inform the Director of Community Development or his/her designee immediately and retain a qualified professional archaeologist and an experienced and certified Native American monitor of Gabrieleño heritage to examine the material to determine whether it is a "unique cultural resource" as defined in Section 21083.2 (g) of the State CEQA Statues. If this determination is positive, the scientifically consequential information shall be fully recovered by the archaeologist and Native American monitor. Work may continue outside the area of the find. However, no further work shall occur in the immediate location of the find until all information recovery has been completed and a report concerning same filed with the County, a designated repository as appropriate and made available to interested representatives of Native American tribes that are traditionally and culturally affiliated with the Project area.

Section 2. That the City Council adopted Mitigated Negative Declaration No. 948, made appropriate environmental findings, and adopted a Mitigation Monitoring and Reporting Program for the Project. The documents and other material that constitute the record on which this decision is based are located in Department of Community Development the and are in the custody of the Department of Community Development.

Section 3. That Tentative Tract Map No. 83170, the request to create a condominium map for the property located at 1950 North Central Avenue, Compton, is hereby approved as of the date of this Resolution, as set forth in Exhibit A, and subject to the conditions of approval set forth in Section 1, above.

Section 4. That if any section, subsection, subdivision, sentence, clause, phrase, or portion of this Resolution or the application thereof to any person or place, is for any reason held to be invalid or unconstitutional by the final decision of any court of competent jurisdiction, the remainder of this Ordinance shall remain in full force and effect.

Section 5. That a copy of this Resolution shall be filed in the offices of the City Clerk, City Manager and Community Development Department (Planning and Building and Safety Divisions).

Section 6. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

ADOPTED this _____ day of _____, 2021.

_____
MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF COMPTON)

I, Alita Godwin, City Clerk of the City of Compton, do hereby certify that the foregoing Resolution was adopted by the City Council of the City of Compton, signed by the Mayor and attested by the City Clerk at a regular meeting thereof held on the _____ day of _____, 2021.

That said Resolution was adopted by the following vote, to wit:

AYES: COUNCIL MEMBERS-
NOES: COUNCIL MEMBERS-
ABSENT: COUNCIL MEMBERS-
ABSTAIN: COUNCIL MEMBERS-

_____
CITY CLERK OF THE CITY OF COMPTON

EXHIBIT [A]
TENTATIVE TRACT MAP NO. 83170

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

134th & Central

Residential Project

Lead Agency***:***

City of Compton
Robert Delgadillo, Senior Planner
Community Development Department
205 S. Willowbrook Avenue
Compton, CA 90220
Phone: (310) 605-5526; Email: rdelgadillo@comptoncity.org

Prepared by:
Comprehensive Planning Service
Contact: Joann Lombardo, Principal
(949)243-5274; Email: joann@jalcps.com

March 1, 2021

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C. Summary of Environmental Site Conditions and Remedial Cost Estimate, 1950 North Central Avenue, Compton, California; prepared by Stantec Consulting Services, Inc.; April 24, 2020.
D. "134th & Central Residential Development Air Quality & Greenhouse Impact Study, City of Compton", prepared by RK Engineering Group, Inc., January 6, 2021.
E. "134th & Central Residential Development Traffic Study, City of Compton", prepared by RK Engineering Group, Inc., January 5, 2021.
F. South Central Coastal Information Center Records Search, July 24, 2020.
G. Phase I Environmental Site Assessment 1950 North Central Avenue, Compton, CA 90222; prepared by Stantec Consulting Services, Inc.; February 21, 2020.
H. Phase II Environmental Site Assessment 1950 North Central Avenue, Compton, CA 90222; prepared by Stantec Consulting Services, Inc.; March 27, 2020.
I. "134th & Central Residential Development Noise Study, City of Compton", prepared by RK Engineering Group, Inc., January 6, 2021.

J. "Geotechnical Due Diligence Investigation and Percolation Study, Proposed Multi-Family Residential Development, V3133, 3141 & 3149 Willard Avenue, Compton, California", prepared by Albus-Keefe & Associates, Inc., May 14, 2019.
K. "Preliminary LID Plan : 1950 N. Central Compton Property, Proposed 29 Single-family Home Development, Compton, California", prepared by Advanced Civil Group, Inc., November 10, 2020.
L. "Drainage Plan: 1950 N. Central Compton Property, Proposed 29 Single-family Home Development, Compton, California", prepared by Advanced Civil Group, Inc., November 10, 2020.

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EXECUTIVE SUMMARY

This Initial Study assesses the potential environmental impacts of a proposal by The Olson Company to construct and operate the 134th & Central Residential Project, which consists of a 29 single-family residential unit community, located at 205 S. Willowbrook Avenue, Compton, CA 90220. This proposed Project includes the following applications through the City of Compton Community Development Department:

- General Plan Amendment Case No. GPA21-0001
- Change of Zone Case No. ZC21-0001
- General Plan Amendment Case No. GPA20-0002
- Change of Zone Case No. ZC20-0002 (134th & Central Specific Plan)
- Tentative Tract Condominium Map 83170.

This Initial Study finds with the imposition of mitigation measures related to Air Quality, Cultural Resources, Hazards and Hazardous Materials, Noise, Traffic, Tribal Cultural Resources and Mandatory Findings of Significance, all potentially significant impacts associated with the Project would be reduced to less than significant levels. Consequently, a Mitigated Negative Declaration will be prepared for the Project.

SECTION 1.0 – INTRODUCTION

1.1 INITIAL STUDY REQUIRED

Following preliminary review of the proposed 134th & Central Residential Project (Project), the City of Compton (City) has determined that the Project is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). This Initial Study addresses the direct, indirect, and cumulative environmental effects associated with the Project, as proposed.

1.2 STATUTORY AUTHORITY

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21177) and pursuant to Section 15063 of Title 14 of the California Code of Regulations (CCR).

Consistent with the statutory authority, the purpose of this Initial Study is to provide the Lead Agency (i.e. the City) with information to determine if the proposed Project would have a significant environmental impact. Specifically, this Initial Study will:

- Facilitate environmental assessment early in the design of the Project;
- Provide the City with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration;
- Enable the Applicant or City to modify the Project, mitigating adverse impacts, thereby enabling the Project to quality for a Negative Declaration or Mitigated Negative Declaration;
- Provide documentation of the factual basis for the findings in a Negative Declaration or Mitigated Negative Declaration that the Project will not have a significant effect on the environment.

The environmental documentation, which is ultimately selected by the City of Compton in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions upon the Project. The resulting documentation is not, however, a policy document and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and other discretionary approvals would be required.

The environmental documentation and supporting analysis is subject to a public review period. The proposed Project is not a project "of statewide, regional, or areawide significance" as prescribed in Section 15206 of the CEQA Guidelines because it does not meet the criteria for such projects. Furthermore, project implementation does not require any action by a State Agency (i.e., "responsible" or "trustee"

agency). Therefore, the document will not be submitted to the State Clearinghouse for review and the review period is determined to be 20 days in accordance with Section 15073 of the CEQA Guidelines. Following review of any comments received, the City of Compton will consider these comments as a part of the Project's environmental review and include them with the Initial Study documentation for consideration by the City of Compton in accordance with Section 15074(b) of the CEQA Guidelines.

1.3 INCORPORATION BY REFERENCE

The information contained in this document is based, in part, on the following documents that include the Project site or provide information addressing the general project area or use:

- **City of Compton General Plan,** December 1991 (General Plan)**.** The General Plan is a policy document designed to provide long-range guidance for decision-making affecting the future character of Compton. It represents the official statement of the community's physical development, as well as its economic, social, and environmental goals. The General Plan is comprised of the following nine elements: Land Use; Housing; Circulation; Conservation, Open Space and Recreation; Public Safety; Noise; Urban Design; Economic Development; and Urban Design. The General Plan was used throughout this Initial Study as the fundamental planning document governing development on the Project site.

- **City of Compton Housing Element 2014-2021,** February 2020 (Housing Element). The Housing Element provides the identification and analysis of existing and projected housing needs and articulates the City's official policies for the preservation, conservation, improvement, and production of housing within the City of Compton for the 2014-2021 planning period.

- **City of Compton Zoning Code.** Chapter 30 of the City of Compton Municipal Code establishes the basic zoning regulations under which land is developed and utilized and by which the General Plan is systematically implemented. This includes allowable uses, building setback and height requirements, and other development standards. The basic intent of the Zoning Code (Zoning Code) is to promote and protect the public health, safety, convenience, and welfare of present and future citizens of the City.

- **California Building Code** (CBC)**.** The California Building Standards Code (Cal. Code Regs., Title 24) was established by the state of California, with an effective date of January 1, 2020. It incorporates all parts of the state building standards, including the Residential Code and Green Standards Code.

SECTION 2.0 – PROJECT DESCRIPTION

2.1 PROJECT TITLE

The 134th & Central Residential Project Development Project

2.2 LEAD AGENCY NAME AND ADDRESS

City of Compton
205 S. Willowbrook Avenue
Compton, CA 90220

2.3 CONTACT PERSON AND PHONE NUMBER

Robert Delgadillo, Senior Planner
Community Development Department
205 S. Willowbrook Avenue
Compton, CA 90220
Phone: (310) 605-5526; Email: rdelgadillo@comptoncity.org

2.4 PROJECT LOCATION

Regionally, the Project site consists of approximately 3.0 acres located within the Los Angeles County, south of Interstate 105 (I-105), north of State Route 91 (SR-91), west of Interstate 110 (I-110) and east of Interstate 710 (I-710) within the jurisdiction of the City of Compton. (Reference Figure 1, Project Regional Location Map.)

Locally, the Project site is addressed as 1950 North Central Avenue, Compton, California 90222. Assessor parcel number for the property is 6145-003-902. (Reference Figure 2, Project Site Aerial Location Map.)

Figure 1. Project Regional Location Map

(source: Google Maps)

Figure 2. Project Site Aerial Location

(source: Google Maps)

2.5 PROJECT SPONSOR'S NAME AND ADDRESS

The Olson Company
3010 Old Ranch Parkway, Suite 100
Seal Beach, CA 90740

Contact: Ben Johnson
Director of Development
Cell: (562) 357-5316
Office: (562) 370-2203
Email: bjohnson@theolsonco.com

2.6 GENERAL PLAN DESIGNATION

Current General Plan Land Use Map designation is Low Density Residential with a density of up to 8 dwelling units per acre.

2.7 ZONING

Current Zoning Map designation is RL Low Density Residential.

2.8 DESCRIPTION OF PROJECT

2.8.1 SITE PLAN

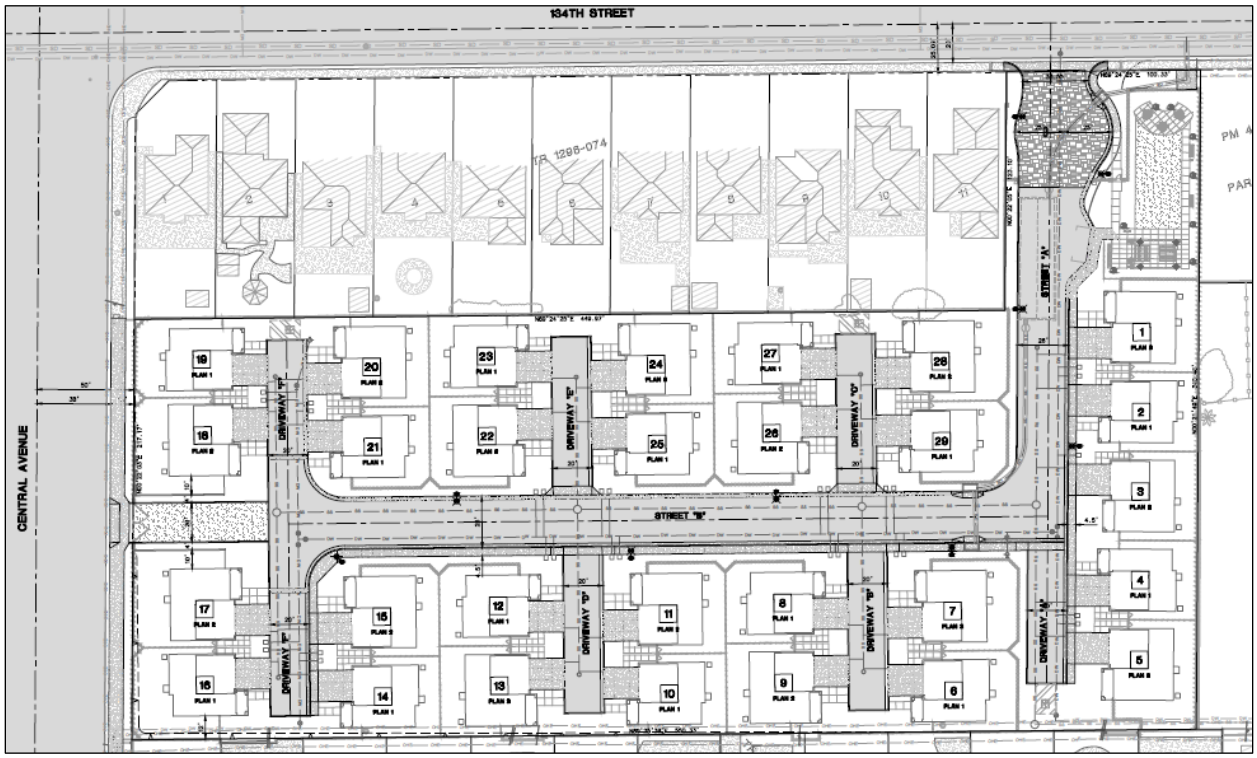
The 134th & Central residential Project would develop the 3.0-acre site into a 29 single-family unit, detached home community. Of the 29 houses, 27 would be market-rate and 2 would be moderate level affordable.

The Project is being developed in a public private partnership with the City of Compton. The Olson Company was selected as the developer through a competitive request for proposal (RFP) process initiated by the City of Compton. The site was purchased in 2011 by the City's former redevelopment agency. It has been approved to transfer to the City's Housing Authority and for the sale to a developer for the construction of a mixed-income residential community. The community would provide affordably priced homes in an area with convenient access to schools, parks, shopping and employment. Target market for the community includes couples, families, and first time homebuyers.

Each house within the 134th & Central community would be two-story with attached two-car garages and driveway apron parking. There would be two floorplans contemplated. Plan 1 is proposed as a 3-bedroom with an optional 4th bedroom, 2.5 bathroom, 1,680 square foot house. One of the Plan 1 houses would be available at a rate affordable to a qualified moderate income homebuyer. Plan 2 is proposed as a 3-bedroom with an optional 4th bedroom, 2.5 bathrooms, 1,797 square feet house. One of the Plan 2 houses would be sold with the 4-bedroom option to a qualified moderate income homebuyer.

Access to the Project would be from 134th Street to a gated private Street "A", which would have a 26-foot paved width, two lanes of travel and a sidewalk on its east side. Street "A" would connect at a T-intersection to private Street "B", which would have a 26-foot width, two lanes of travel and sidewalks on the south side. The private streets would connect to a series of interior driveways, each with a 20-foot paved width. An emergency access to Central Avenue would be located at the western boundary of the Project; this emergency access would be 20 feet wide and approximately 80 feet long, gated, and have a turf-block surface. Reference Figure 3, Concept Project Site Plan and Table 1, Plan Summary.

Figure 3. Project Conceptual Site Plan



(source: The Olson Company)

Table 1: Plan Summary

Plan Type	# Units	Bedrooms	Unit (sf)
P1A	1	3 BD + Opt. 4BD /2.5 BA Moderate Affordable	1,680
P1	13	3 BD + Opt. 4BD /2.5 BA	1,680
P2A	1	4 BD /2.5 BA Moderate Affordable	1,797
P2	14	3 BD + Opt. 4BD /2.5 BA	1,797
Total Units	29		

Open space within the Project consist of both common and private areas. Common areas include a pocket park with turf, benches and shade structure. Enhanced paving would be provided at the Project entry, enhanced landscaping would be provided at the common mailbox area, and all common areas will be landscaped with trees and shrubs. (Reference Figure 4. Project Schematic Landscape Plan.) Private open space areas include private fenced yards at each of the 29 houses.

Existing masonry walls at the Project site's north and south boundaries would be retained. New masonry walls would be constructed on the site's west and east boundaries and along a small section of 134th Street at the planned Project entry to provide privacy and noise attenuation, as discussed in Section 6.13 of this Initial Study.

Figure 4. Project Schematic Landscape Plan

(source: The Olson Company)

2.8.2 PROJECT ARCHITECTURE

Architecture of the Project consists of both a Spanish Colonial style design and a Santa Barbara for the two plans. The Spanish Colonial style house plans have stucco siding, wood trim, concrete "s" roof tiles, porched entry ways, and an earth-toned color scheme. (Reference Figure 5. Project Architecture – Plan 1 – Spanish Colonial, and Figure 6. Project Architecture – Plan 2 – Spanish Colonial.) The Santa Barbara style house plans have stucco siding, concrete "s" roof tiles, porched entry ways, and an earth-toned color scheme. (Reference Figure 7. Project Architecture – Plan 1 – Santa Barbara, and Figure 8. Project Architecture – Plan 2 – Santa Barbara Colonial.) Maximum heights of the houses range from 23.5 to 24.9 feet.

Maximum heights of the Spanish Colonial houses range from 23.5 to 24.9 feet.

Figure 5. Project Architecture – Plan 1 – Spanish Colonial

(source: The Olson Company)

Figure 6. Project Architecture – Plan 2- Spanish Colonial

(source: The Olson Company)

Figure 7. Project Architecture – Plan 1 – Santa Barbara

Figure 8. Project Architecture – Plan 2 – Santa Barbara

2.8.3 GRADING

Development of the proposed single-family community requires demolition of 44,346 square feet of concrete slab and footing and approximately 66,540 square feet of asphalt paving on-site as part of the construction process. Demolition would also include removal of a tubular steel fence along the west edge of the site and scattered landscaping located throughout. Grading for the Project would require mass excavation of 2,500 cubic yards (CY) and over excavation of 28,000 CY of soil. Balancing the site for development will require export of 2,000 CY and import of 1,000 CY of soil.

These demolition and grading activities could create impacts related to air quality emissions, (GHG) greenhouse gas emissions, noise and disturbance of potential on-site hazardous substances. These potential impacts are considered within this Initial Study as part of the Project.

2.8.4 PROJECT ENTITLEMENTS

The Project proposes a Specific Plan and Tentative Tract Map. It would require several entitlements:

- General Plan Amendment Case No. GPA21-0001
- Change of Zone Case No. ZC21-0001
- General Plan Amendment Case No. GPA20-0002
- Change of Zone Case No. ZC20-0002 (134th & Central Specific Plan)
- Tentative Tract Map 83170.

The Project includes a text amendment to the General Plan Land Use Element to include language identifying Specific Plan as land use designation, and to the Municipal Code adding language to facilitate the adoption and implementation of Specific Plans. The current General Plan Land Use Map designation for the Project site is Low Density Residential with a density of up to 8.0 dwelling units per acre, and the current Zoning Map designation is RL-Low Density Residential. Under the RL zoning, minimum lot size is 5,000 square feet and only one unit is permitted per lot. To accommodate the proposed Project density of 9.58 units per acre (29 dwelling units on 3.028 acres), the Applicant is requesting to adopt the 134th & Central Specific Plan which would change both the General Plan and Zoning land use designations to Specific Plan. The 134th & Central Specific Plan proposes a density and development standards consistent with the Project Conceptual Site Plan shown in Figure 3, above.

The proposed Tentative Tract Map would reconfigure the property into common and private use parcels and allow for the sale of the units as condominiums.

Review and approval of these entitlements will require the Planning Commission to recommend and the City Council to make the following findings which are evaluated in Section 6.11 of this Initial Study:

Chapter 30-28 of the Municipal Code specifies the required findings for approval of changes of General Plan Amendments, Zone Changes, and Specific Plans:

a) That the proposed zone and/or land use classification is substantially in conformance with the General Plan and compatible with the existing patterns of zoning, land use and development in the surrounding area;
b) That the property is more suitable for the uses permitted in the proposed zone and/or land use classification than those permitted in the existing zone and/or land use classification; and
c) That the uses permitted in the proposed zone and/or land use classification will not be detrimental to the surrounding area.

Chapter 38-3 of the Municipal Code specifies the required findings for approval of the Tentative Tract Map:

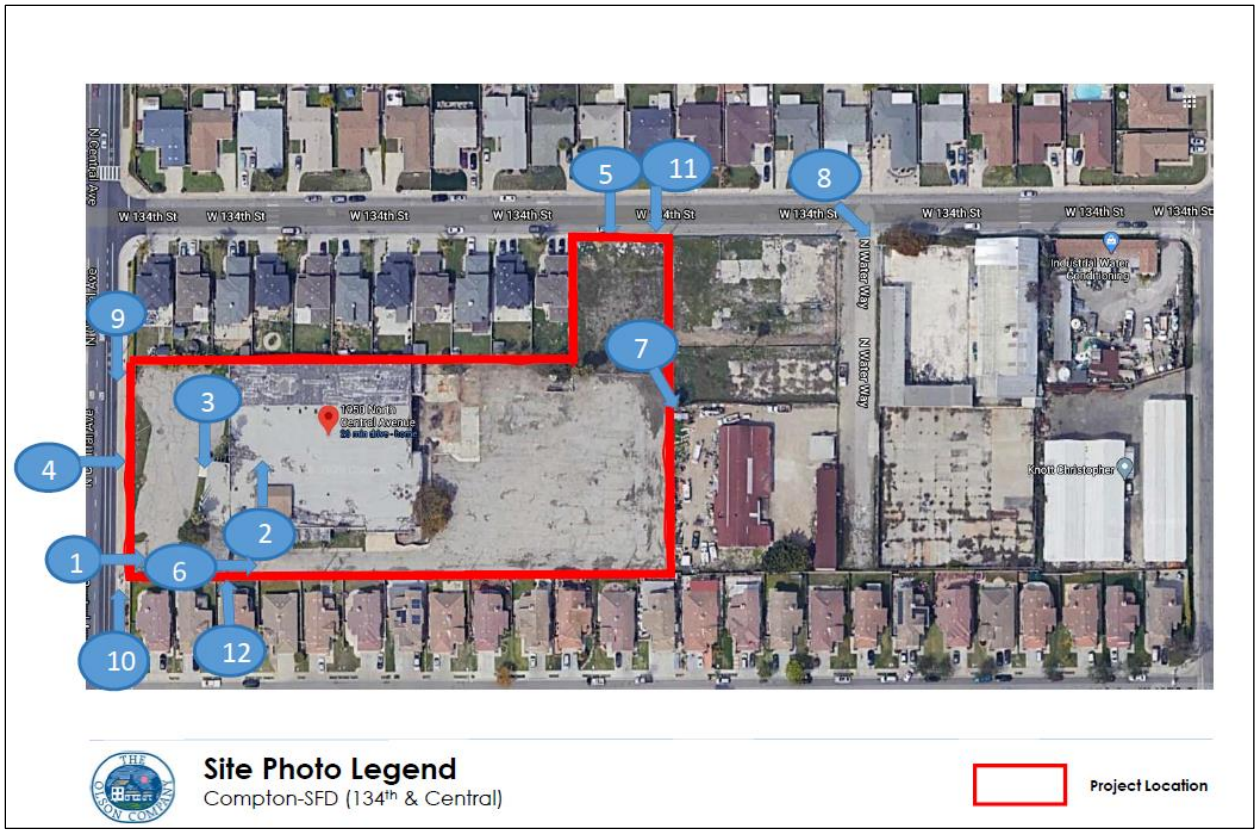
a) That the proposed subdivision for condominium purposes will substantially comply with the new General Plan land use designation and zoning classification with the implementation of the conditions of approval.
b) That the project conforms to the State Subdivision Map Act and the State Seismic Hazards Mapping Act (SHMA) of 1999 and Chapter 28 of the Compton Municipal Code.
c) That the proposed subdivision for condominium purposes is located on a site that is physically suitable for residential development and will serve as a transition development from the heavily trafficked Rosecrans Avenue, eliminate blight and provide greater housing opportunities, and help encourage additional development in the area.

2.9 EXISTING AND SURROUNDING LAND USES

2.9.1 EXISTING LAND USES

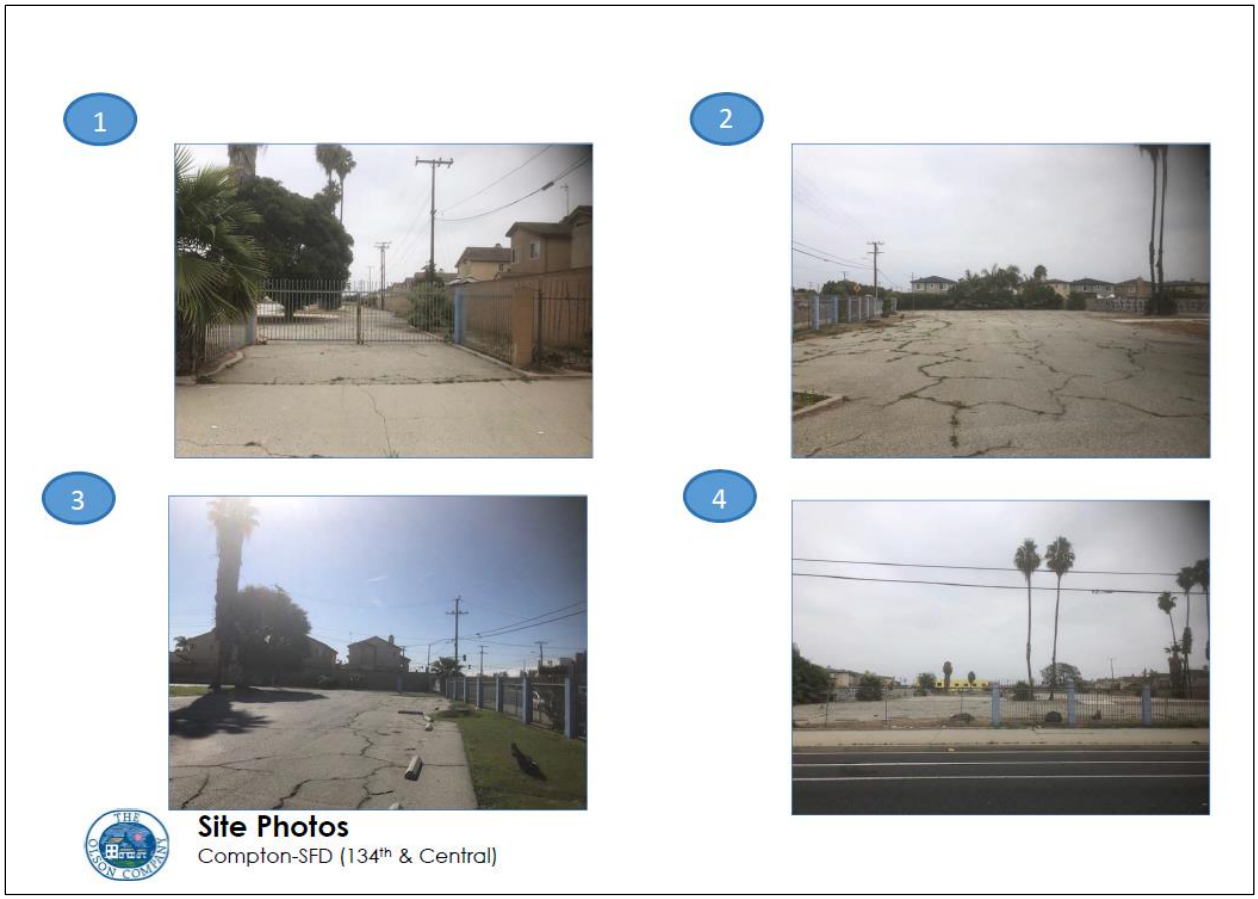
The Project site is currently vacant, with the majority of the site paved with asphalt or covered with concrete, and the remnants of the old building footings and slabs. A small portion of the site contains non-native shrubs and grass. Existing access to the site are from two main access points along the west frontage on N. Central Avenue and a third access is located along the site frontage on W. 134th Street. (Reference Figures 9-12, Site Photo Legend and Site Photos.)

Figure 9. Project Site Photo Legend



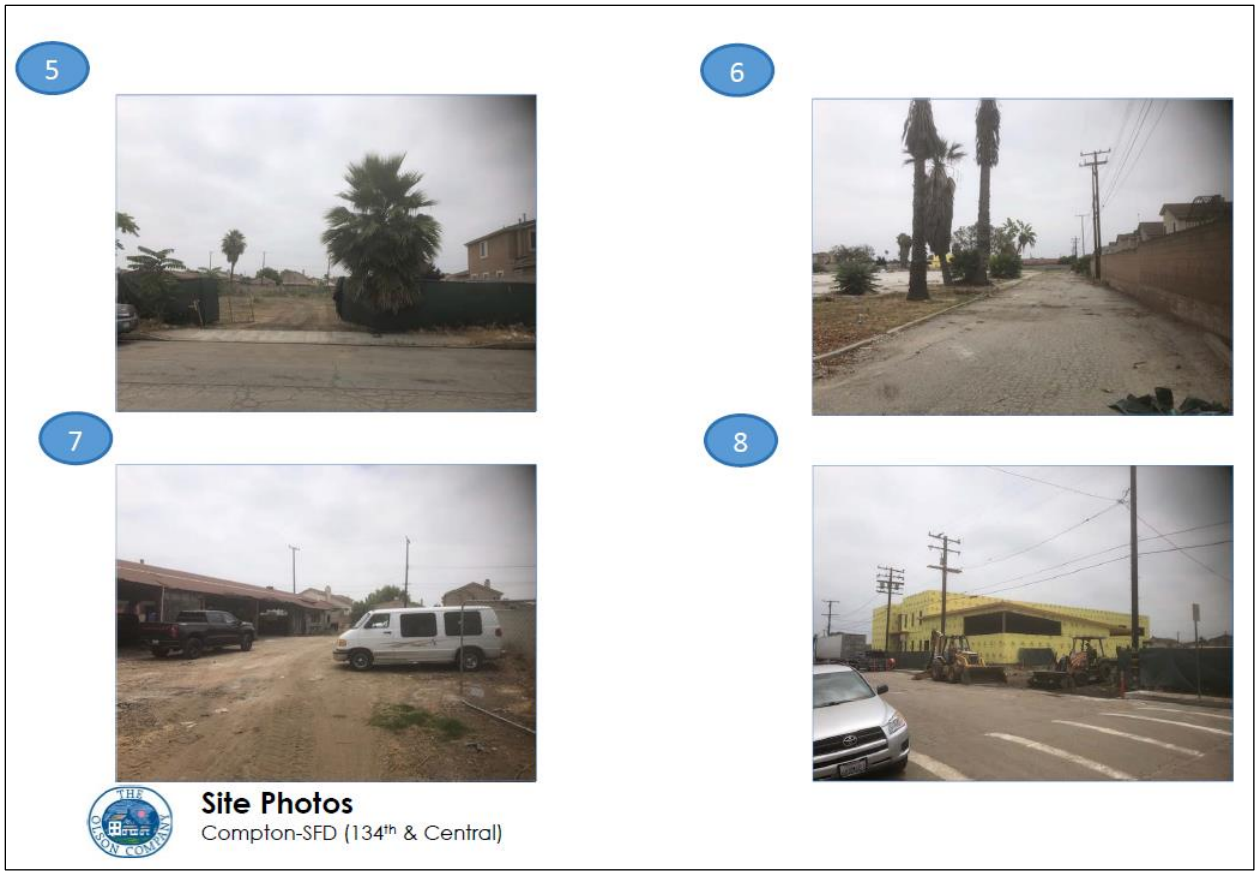
(Source: The Olson Company)

Figure 10. Project Site Photos (1-4)



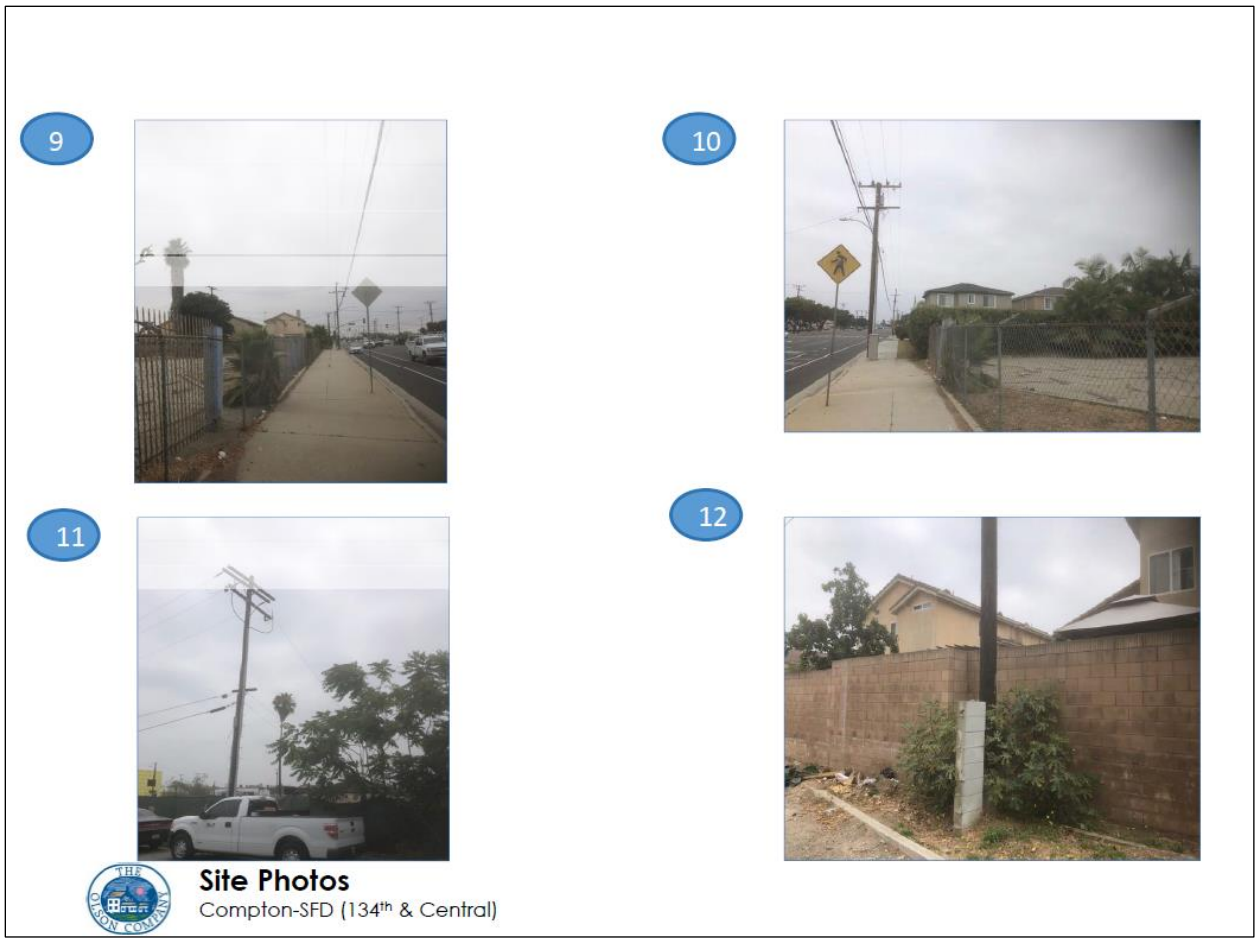
(Source: The Olson Company)

Figure 11. Project Site Photos (5-8)



(Source: The Olson Company)

Figure 12. Project Site Photos (9-12)



(Source: The Olson Company)

Previously, the site contained a 40,000 square foot commercial building, that was built as a bowling alley in 1962. The interior of the building was destroyed by fire in the 1970. The building laid dormant up to 1984, when it was renovated and opened as a Skateland U.S.A., as place where local youths could skate. Within a few months, Skateland became a popular hip-hop venue, and operated as a successful nightclub as well as a skating rink. However, by 1988, neighborhood crime forced the venue to close. The building was used as a storage facility until its permanent closure and demolition.

Historically, the Project site was used for agriculture, predominately orchards, until the 1940s.[1]

**

[1] *Summary of Environmental Site Conditions and Remedial Cost Estimate, 1950 North Central Avenue, Compton, California;* prepared by Stantec Consulting Services, Inc.; April 24, 2020; contained in Appendix C of this document.

2.9.2 SURROUNDING LAND USES

As shown in Figure 13, Aerial of Project Site and Surrounding Area, the Project site is surrounded by single-family residential on the north, south and west. Immediately, north and south of the site, the single-family houses are two-story. (Reference Figure 14, Photos of Surrounding Areas.) The majority of the other surrounding single-family houses are single-story. Immediately east of the site is a vacant property and two one-story structures with trucks and vehicles stored on site. East of N. Water Way, the two-story KIPP School is currently under construction.

The Brickyard development, immediately southwest of the site, is a major industrial redevelopment of 70 acres. Other notable surrounding uses are Centennial High School, located on the east side of N. Central Avenue about 600 feet north of the Project Site, and Enterprise Park, located two blocks west of N. Central Avenue about 800 feet north of the Project site.

Figure 13. Aerial of Project Site and Surrounding Areas

(Source: Google Maps)

Figure 14. Photos of Surrounding Areas

(Source: Google Maps)

2.9.2 CUMULATIVE PROJECTS

City of Compton Community Development Department reports the following active projects in the vicinity of the Project site that could contribute to cumulative impacts. These cumulative projects are considered in cumulative impacts discussions throughout this document.

- Single-Family Detached Project at 13024 Salinas Avenue: 94 Residential units
- KIPP Middle School Middle School at 134th and Water Way: 300 Students
- KIPP Elementary School Elementary School at 134th and Water Way: 500 Students

2.10 OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

Entitlement of the Project will require approval of this Initial Study/Mitigated Negative Declaration by the City of Compton City Council, acting as lead agency. The Project also requires a series of entitlements that will require review and approval by the City of Compton Planning Commission and City Council. These entitlements include: General Plan Land Use Map Amendment, Specific Plan/Zoning Map Amendment, Tentative Tract Map.

No approval from other public agencies will be required.

2.11 HAVE CALIFORNIA NATIVE AMERICAN TRIBES TRADITIONALLY AND CULTURALLY AFFILIATED WITH THE PROJECT AREA REQUESTED CONSULTATION PURSUANT TO PUBLIC RESOURCES CODE SECTION 21080.3.1? If so, has Consultation Begun?

Yes. In correspondence dated June 26, 2020, the Native American Heritage Commission (NAHC) provided the results of a Sacred Lands File check which was positive for potential Native American resources. (Reference Appendix A.) The NAHC advises consultation with the following tribes: Gabrieleno Band of Mission Indians - Kizh Nation; Gabrieleno/Tongva San Gabriel Band of Mission Indians; Gabrielino /Tongva Nation; Gabrielino Tongva Indians of California Tribal Council; Gabrielino-Tongva Tribe; Soboba Band of Luiseno Indians.

On July 13, 2020, letters were sent to representatives of each of the NAHC listed tribes inviting each to request formal consultation. (Reference Appendix B). This consultation process and potential Project impacts to Tribal Resources are discussed in Section 18 of this Initial Study.

NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

SECTION 3.0 – ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/ Soils	☐ Greenhouse Gas	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/ Planning	☐ Mineral Resources
☐ Noise	☐ Population/ Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

SECTION 4.0 – DETERMINATION: (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

☐ I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature Date

SECTION 5.0 – EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the Project falls outside a fault rupture zone.) A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the Project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    a) Earlier Analysis Used. Identify and state where they are available for review.
    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning

ordinances). Reference to a previously prepares or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:
    a) the significance criteria or threshold, if any, used to evaluate each question; and
    b) the mitigation measure identified, if any, to reduce the impact to less than significance.

SECTION 6.0 – ANALYSIS OF ENVIRONMENTAL IMPACTS

The following section the environmental topics contained in the Initial Study, Appendix G of the CEQA Guidelines. For each environmental topic, the thresholds of significance are presented and the finding relative to each threshold is checked. An analysis supporting each finding is then presented along with an assessment of cumulative impacts and applicable mitigation requirements.

6.1 AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant	No Impact
AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X

6.1.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

a) Would the Project have a substantial adverse effect on a scenic vista?

No Impact. The City, including the Project site, is relatively flat. Elevation ranges from approximately 60-75 feet above mean sea level. There are no designated scenic views identified in the City of Compton General Plan (General Plan).

The Project would replace a vacant lot with scattered vegetation with an architecturally cohesive single-family development. Along Central Avenue, the Project proposed landscape plan includes trees and groundcover. The Project would improve the appearance of the Central Avenue along its frontage. Consequently, the Project would not have an adverse effect on a scenic vista.

b) Would the Project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The California Department of Transportation (Caltrans) Scenic Highway Program protects and enhances the natural scenic beauty of California's highways and corridors through special conservation treatment.[2] Caltrans defines a scenic highway as any freeway, highway, road, or other public ROW that transverses an area of exceptional scenic quality. Caltrans designates a scenic highway by evaluating how much of the natural landscape a traveler sees and the extent that visual intrusions degrade the scenic corridor. There are no state highways and no designated scenic highways in the vicinity of the Project site.

The General Plan does not identify Scenic Corridors including Central Avenue. The Project would enhance its frontage along Central Avenue with an architecturally cohesive development and landscape. Central Avenue is not a state scenic highway. Consequently, the Project would not damage scenic resources within a state scenic highway.

c) Would the Project substantially degrade the existing visual character or quality of the site and its surroundings?

No Impact. Figures 9 through 12, above, show the existing condition of the Project site. It is vacant with cracked paving, scattered vegetation and unmaintained fencing. As proposed, the Project would develop architecturally cohesive residential single-family houses, including landscaping and amenities. The Project would be compatible with the existing single-family residential uses north, west and south of the site. The Project would improve the visual character and quality of the site, and no significant adverse impacts to the site or surroundings would occur.

d) Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No Impact. Existing light sources in the vicinity of the Project site include exterior lighting from surrounding mostly residential uses. Vehicles on the adjacent street also have nighttime lighting. The Project would develop 29 single-family houses similar to the existing neighborhoods north, west and south of the site. With the new houses, the Project would create new exterior light sources on the structures, interior private streets and Project entry. Chapter 30-19.5 of the CMC contains

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[2] Scenic Highways | Caltrans; accessed January 20, 2021.

lighting standards for new development. Compliance with this Municipal Code would ensure that the new light sources created by the Project would not create glare or adversely affect the surrounding uses. Consequently, the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

6.1.2 Cumulative Impacts

The analysis determined that the proposed Project would not result in significant adverse aesthetic impacts. By redeveloping the vacant unmaintained site with an architecturally cohesive residential community, the Project would improve the visual character of the site, and surrounding area. It would be consistent with existing residential development north, west and south of the site. Aesthetic impacts are generally site or area specific. The Project would positively impact the visual character of the surrounding area. Consequently, the Project would not result in significant adverse cumulative aesthetics impacts.

6.1.3 Mitigation Measures

The analysis determined that the proposed Project would not result in any significant adverse impacts regarding aesthetics. Consequently, no mitigation is required.

6.2 AGRICULTURE AND FOREST SERVICES

AGRICULTURAL/FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997)prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined in Public Resources Code Section 4526)				X
d) Result in loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

6.2.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

a) Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance?

No Impact. Compton is primarily an urban environment with no agricultural land under commercial cultivation. However, there are two areas of the City adjacent to Greenleaf Avenue that are zoned as residential agricultural. One is the area bounded by E. Greenleaf Avenue, Compton Community College and Tarter Lane is designated as a residential agricultural area. The second area is located north of W. Greenleaf Boulevard between Oleander Avenue and S. Wilmington Avenue, and both sides of Raymond Street on the north. This second area, with the exception of properties on S. Wilmington Avenue, are zoned residential agricultural. These residential agriculture areas in the City are used primarily as single-family homes, small child day-care centers and nurseries. Residents within these areas are allowed to own a limited number of farm animals such as poultry, rabbits, sheep, goats, aviary, horses or cows for private use. These areas are approximately 4 and 2 miles from the Project site, respectively.

Although the Project site was used for agricultural purposes, as an orchard, up to the 1940's, no agricultural uses remain on the site or surrounding areas. The state of California Department of Conservation classifies the Project site and its surrounding areas as "urban and built-up land".[3] Consequently, the Project would not convert farmland to a non-agricultural use.

b) Would the Project conflict with existing zoning for agricultural use or a Williamson Act Contract?

No Impact. The Williamson Act (Cal. Govt. Code, §51200 et seq.) allows county governments to enter into contracts with private landowners who agree to restrict parcels of land to agricultural uses or uses compatible with agriculture for at least ten years. In return, landowners receive property tax assessments that are much lower than normal because they are based upon income derived from farming and open space uses as opposed to full market value of the property. Although, as noted above, there are two areas of the City zoned for residential agriculture, there are no dedicated agriculture use currently within the City and no Williamson Act contracts. Consequently, the Project would not conflict with an agricultural use or Williamson Act contract.

c) Would the Project conflict with existing zoning for or cause rezoning of, forest land?

No Impact. The City, inclusive of the Project site, is developed with urban land uses. There are no forest, timberlands or forest zoning in the City. Consequently, the Project would not conflict with zoning for forest land.

d) Would the Project result in the loss of forest land or the conversion of forest land to a non-forest use?

No Impact. As discussed in Section 6.2.c of this Initial Study, above, the City, inclusive of the Project site, is developed with urban land uses. There are no

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[3]https://maps.conservation.ca.gov/dlrp/ciff/; accessed June 23, 2020.

forest, timberlands or forest zoning in the City. Consequently, the Project would not result in the loss or conversion of forest land.

e) Would the Project involve other changes in the existing environment that, due to their location or nature, may result in conversion of farmland to non-agricultural use

No Impact. As discussed in Sections 7.2.a, b and c of this Initial Study, above, the City, inclusive of the Project site, is developed with urban land uses. There are no exclusive farmlands or forests in the City. Consequently, the Project would not result in the loss or conversion of farmland or forest land.

6.2.2 Cumulative Impacts

There are no agriculture nor forest resources within the City. Consequently, development within the City would not cause impacts to agriculture or forest resources. Similarly, the Project would not result in significant adverse cumulative agriculture and or forest resource impacts.

6.2.3 Mitigation Measures

The analysis indicated that the implementation of the proposed Project would not result in any significant impacts on agriculture and or forest resources. As a result, no mitigation is required.

6.3 AIR QUALITY

AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?		X		
d) Result in other emissions (such as those leading to odors)adversely affecting a substantial number of people?			X	

6.3.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

Data presented in this Air Quality section is based on the "134th & Central Residential Development Air Quality & Greenhouse Impact Study, City of Compton", prepared by RK Engineering Group, Inc. (Air Quality Impact Study) and contained as Appendix D to this Initial Study.

a) Would the Project conflict with or obstruct the implementation of the applicable air quality plan?

Less Than Significant Impact. The City of Compton is within the South Coast Air Basin (SCAB), which is bounded by the Pacific Ocean to the south and west and mountains to the north and east. Air quality in the South Coast Air Basin is managed by the South Coast Air Quality Management District (SCAQMD). The SCAQMD and the Southern California Association of Governments (SCAG) are the agencies responsible for preparing the Air Quality Management Plan (AQMP) for the SCAB. The AQMP was designed to comply with State and federal requirements, reduce the high level of pollutant emissions in the SCAB, and ensure clean air for the region through various control measures.

The regional AQMP is updated periodically with the most recent SCAB AQMP adopted in March 2017 and referred to as the 2016 AQMP. According to the 2016 AQMP, the most significant air quality challenge in the SCAB is to reduce nitrogen oxide (NOx) emissions sufficiently to meet the upcoming ozone standard deadlines. The 2016 AQMP suggests that total SCAB emissions of NOx must be reduced to approximately 141 tons per day (tpd) in 2023 and 96 tpd in 2050 to attain the 8-hour ozone standards. This represents an additional 45 percent reduction in NOx in 2023, and an additional 55 percent NOx reduction beyond 2050 levels.

In compliance with the 2016 AQMP, the SCAQMD establishes air quality emissions thresholds for criteria air pollutants for the purposes of determining whether a project may have a significant effect on the environment per Section 15002(g) of the Guidelines for implementing CEQA. By complying with the thresholds of significance, the Project would be in compliance with the SCAQMD AQMP as well as federal and state air quality standards.

Table 2 lists the air quality significance thresholds for the six criteria air pollutants, including NOx, that are relevant to the Project and analyzed in the Air Quality Impact Study.

Table 2: SCAQMD Regional Significance Thresholds

Pollutant [1]	Construction (lbs/day)	Operation (lbs/day)
NO_X	100	55
VOC	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
SO_X	150	150
CO	550	550

[1] ROG (reactive organic gases); NOx (oxides of nitrogen); CO (carbon monoxide); PM-10 (respirable 10-micron diameter particulate matter); PM-2.5 (respirable 2.5-micron diameter particulate matter; SOx (oxides of sulfur).

As discussed in Section 6.1.b, below, although Project construction and operation would emit air pollutants, these emission levels would not exceed NOx thresholds set by the 2016 AQMP or any of the other air pollutant thresholds set by the SCAQMD and listed above in Table 2. Consequently, the Project impacts relative to consistency with the goals of 2016 AQMP are less than significant.

b) Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard

Less Than Significant Impact. A violation of an air quality standard could occur over the short-term during construction, or over the long-term during its subsequent operation. Each is addressed below.

Construction Impacts: Project construction raises localized ambient pollutant concentrations. Construction air quality impacts are considered significant if they exceed any of the construction thresholds listed in Table 2.

During construction air quality impacts may occur during demolition, site preparation, and construction activities associated with the project. Major sources of emissions during construction include exhaust emissions, fugitive dust generated as a result of soil and material disturbance during site preparation, and grading activities, and painting of the structures.

Table 3 presents the calculation of daily emissions projected for site construction. The calculations presented in the Table are the results of the CalEEMod Model which applies typical construction equipment, labor, phasing and materials to the project, based on its size, location and proposed timing. The CalEEMod Model is not intended as an exact accounting of what equipment will ultimately be used and what emissions are produced by a project. Rather, the model represents a "yard stick" by which projects may be compared on a one-to-one basis. The methodology applied by the CalEEMod Model are based on studies performed by the SCAQMD for construction projects in the southern California. The SCAQMD recommends use of the CalEEMod Model for typical construction projects.

To assess air quality construction impacts for the Project, the Air Quality Impact Study inputted the following assumptions into the CalEEMod Model: Construction of the Project is assumed to begin in year 2021 and last approximately 12 months. Construction phases are assumed to consist of demolition, site preparation, grading, building construction, paving and architectural coating. The demolition phase would consist of demolishing and removing approximately 112,309 square feet of on-site concrete slab, asphalt paving and an existing sidewalk. Grading for the project would require mass excavation of 2,500 cubic yards (CY) and over excavation of 28,000 CY of soil. Balancing the site for development will require export of 2,000 cubic yards and import of 1,000 cubic yards of soil. Construction phases are not expected to overlap.

Construction impacts are estimated by construction phase: demolition, site preparation, grading, building construction, paving and architectural coating. As shown in Table 4, although Project construction would emit air pollutants, these emission levels are within their respective threshold values and the impact is less than significant.

Table 3: Comparison of Projected Construction Emissions and Daily Criteria Values (Pounds/Day)						
Activity	**VOC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Demolition	3.97	40.55	23.82	0.06	9.16	5.73
Site Preparation	3.97	40.56	21.82	0.07	9.16	5.73
Grading	2.36	24.79	17.09	0.03	3.84	2.40
Building Construction	1.96	17.76	17.06	0.03	1.10	0.94
Paving	1.07	9.58	12.94	0.02	0.71	0.51
Architectural Coating	34.00	1.41	1.89	0.00	0.10	0.09
Maximum	**35.07**	**40.56**	**21.82**	**0.07**	**9.16**	**5.73**
SCAQMD Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold (?)	**No**	**No**	**No**	**No**	**No**	**No**

Operational Impacts: The major source of long-term air quality impacts is that associated with the emissions produced from project-generated vehicle trips. Stationary sources add only minimally to these values.

Mobile Source Emissions: To assess the traffic impacts associated with the Project, a traffic impact study was prepared ("134th & Central Residential Development Traffic Study, City of Compton", prepared by RK Engineering Group, Inc. (Traffic Impact Study) and contained as Appendix E to this Initial Study). According to the Traffic Impact Study, the Project is estimated to generate 9.44 average daily vehicle trips (ADT) during the weekday, 9.54 ADT on Saturday, and 8.55 ADT on Sunday.

Stationary Source Emissions: In addition to vehicle trips, the future Project occupants would produce emissions from on-site sources including the combustion of natural gas for space and water heating and the use other heating sources (e.g., hearths). Additionally, the structures would be maintained and this requires repainting over time, thus resulting in the release of additional emissions. Finally, the landscape would require maintenance and this equipment produces combustion emissions.

The resultant emissions are projected by the Air Quality Impact Study CalEEMod computer model and included in Table 4. As discussed above, the CalEEMod Model methodology is based on studies performed by the SCAQMD for typical projects in the southern California and represents a "yard stick" by which projects may be compared on a one-to-one basis. As shown in Table 4, although Project operation would emit air pollutants, these emission levels are within their respective threshold values and the impact is less than significant.

In accordance with SCAQMD methodology, projects that do not exceed or can be mitigated to less than the daily threshold values do not add significantly to a cumulative impact. Neither the construction nor the operation of the Project would exceed the recommended SCAQMD threshold levels and this impact is less than significant.

Table 4: Comparison of Projected Daily Operational Emissions and Daily Criteria Values (Pounds/day)[1]

Activity	VOC	NO_x	CO	SO_2	PM_{10}	PM2.5
Mobile Sources	0.52	2.53	7.03	0.03	2.10	0.58
Energy Sources	0.02	0.21	0.09	0.00	0.02	0.02
Area Sources	1.29	0.45	2.66	0.00	0.05	0.05
Total	**1.83**	**3.19**	**9.78**	**0.03**	**2.17**	**0.64**
SCAQMD Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold (?)	**No**	**No**	**No**	**No**	**No**	**No**

[1] Maximum daily emissions during summer or winter; includes both on-site and off-site project emissions.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact with Mitigation Incorporated. Project construction and operation have the potential to raise localized ambient pollutant concentrations. This could present a significant impact to sensitive receptors if these concentrations were to exceed the State or federal ambient air quality standards at receptor locations. Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. For CEQA purposes, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24-hours or longer, such as residences, hospitals, and schools.

Sensitive receptors are considered vulnerable to emissions if located within 25 meters of a project site. Sensitive uses in or near this range to the Project site are the residential homes located adjacent to the north and south. A school is also in the process of being constructed and is assumed to be operational by the start of project construction.

Localized Significance Thresholds: SCAQMD establishes localized significance thresholds (LSTs) based on the ambient concentrations of applicable air pollutants for source receptor area. SCAQMD has divided the SCAB region into thirty-eight Source Receptor Areas (SRA) for monitoring and reporting local air

quality. The SCAQMD provides daily reports of the current air quality conditions in each general forecast area and SRA, and LSTs are established for each SRA. The Project site is located within the Metropolitan general forecasting area and South Central LA County air monitoring area (SRA-12). LSTs for SRA-12 are shown in Table 5, below.

To measure LSTs, the Air Quality Impact Study utilized SCAQMD's significance tables which measures the approximate amount of pollutants that reach nearby properties. These calculated LST thresholds are presented in Table 5 for both construction and operational emissions. As shown in the Table, emissions would be below levels of significance for construction and operation, with the exception of PM2.5 during Project construction.

In order to ensure the project emissions levels are within the allowable threshold limits, the Air Quality Impact Study recommends a series of measures that are incorporated into Mitigation Measures AQ-1 and AQ-2 below. Inclusion of these measures would reduce all localized construction emissions, and for PM2.5, the reduction would drop the emissions below a level of significance.

Table 5: Comparison of Projected Construction and Operational Emissions to SCAQMD Localized Significance Thresholds[1] (LST) (Pounds/day)

	Pollutant			
	NO_x	**CO**	**PM_{10}**	**PM2.5**
Project Construction Emissions				
Project Construction Maximum Emissions	40.50	21.15	8.95	5.68
LST Construction Thresholds	**80.1**	**484.5**	**9.8**	**5.5**
Exceeds LST Construction Thresholds?	**No**	**No**	**No**	**Yes**
Project Construction Emissions with Mitigation Measures AQ-1 and AQ-2 Added				
Project Mitigated Construction Maximum Emissions	2.23	20.87	6.97	3.86
LST Construction Thresholds with Mitigation	**80.1**	**484.5**	**9.8**	**5.5**
Exceeds LST Construction Thresholds?	**No**	**No**	**No**	**No**
Project Operational Emissions				
Project Operation Emissions	0.79	3.10	0.17	0.09
LST Operational Thresholds	**80.1**	**484.5**	**2.9**	**1.6**
Exceeds LST Operational Thresholds?	**No**	**No**	**No**	**No**

Toxic Air Contaminants: Other potential impacts that could affect sensitive receptors are Toxic Air Contaminants (TACs) is defined as air pollutants that may cause or contribute to an increase in mortality or serious illness, or which may pose a hazard to human health, and for which there is no concentration that does

not present some risk. The primary source of TACs from non-industrial land use development projects would include diesel particulate matter (DPM) generated from diesel exhaust emissions. The Project would consist of residential uses. This type of project does not include major sources of toxic air contaminants (TAC) emissions that would result in significant exposure of sensitive receptors to substantial pollutant concentrations. Therefore, the Project TAC impact is considered less than significant.

CO Hot Spot Emissions: A CO hot spot is a localized concentration of carbon monoxide (CO) that is above the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. At the time of the publishing of the 1993 CEQA Air Quality Handbook, the SCAB was designated nonattainment, and projects were required to perform hot spot analyses to ensure they did not exacerbate an existing problem. Since this time, the SCAB has achieved attainment status and the potential for hot spots caused by vehicular traffic congestion has been greatly reduced. In fact, the SCAQMD AQMP found that peak CO concentrations were primarily the result of unusual meteorological and topographical conditions, not traffic congestion. Additionally, the 2003 SCAQMD AQMP found that, at four of the busiest intersections in SCAB, there were no CO hot spots concentrations.

Furthermore, the Traffic Impact Study (Appendix E), found that all significant Project traffic impacts would be mitigated to less than significant levels. Therefore, the Project would not significantly increase traffic congestion in the vicinity of the site that would lead to the formation of CO Hot Spots. The Project impact to CO Hot Spots is less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. Project construction would involve the use of heavy equipment creating exhaust pollutants from on-site earth movement and from equipment bringing concrete and other building materials to the site. Odors associated with this exhaust would be confined to the immediate vicinity of the equipment itself. By the time such emissions reach any sensitive receptor sites away from the Project site, they will be diluted to well below any level of air quality concern. Additionally, some odor would be produced from the application of asphalt, paints, and coatings. Any exposure to these common odors would be of short-term duration and, while unpleasant and potentially adverse, are not associated with a specific health hazard and are less than significant. Operational odors could be produced from on-site cooking or barbeque typical of a residential use. Because these odors are common in the environment, they would not constitute a significant impact.[4]

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[4] SCAQMD CEQA Air Quality Handbook, Figure 5-4, Land Uses Associated with Odor Complaints identifies potentially significant odor impacts from such uses as agriculture (farming and livestock), a wastewater treatment plant, a food

6.3.2 CUMULATIVE IMPACTS

As discussed above, in accordance with SCAQMD methodology, projects that do not exceed or can be mitigated to less than the daily threshold values do not add significantly to a cumulative impact. Neither the construction nor the operation of the Project would exceed the recommended SCAQMD threshold levels. Consequently, the Project would not create significant cumulative impacts relative to air quality.

6.3.3 MITIGATION MEASURES

The following mitigations are recommended to further reduce potential construction air pollutant impacts to sensitive receptors.

Mitigation Measure AQ-1: **Fugitive Dust Control.**
Timing: Prior and During Construction.
Department Responsible: Community Development.

The project must follow the standard SCAQMD rules and requirements with regards to fugitive dust control, which includes, but are not limited to the following:

1. All active construction areas shall be watered two (2) times daily.
2. Speed on unpaved roads shall be reduced to less than 15 mph.
3. Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.
4. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
5. All operations on any unpaved surface shall be suspended if winds exceed 15 mph.
6. Access points shall be washed or swept daily.
7. Construction sites shall be sandbagged for erosion control.
8. Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
9. Cover all trucks hauling dirt, sand, soil, or other loose materials, and maintain at least 2 feet of freeboard space in accordance with the requirements of California Vehicle Code (CVC) section 23114.
10. Pave or gravel construction access roads at least 100 feet onto the site from the main road and use gravel aprons at truck exits.
11. Replace the ground cover of disturbed areas as quickly possible.
12. A fugitive dust control plan should be prepared and submitted to SCAQMD prior to the start of construction.

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processing plant, a chemical plant, a composting facility, a refinery, a landfill, or a dairy. No significant odor impacts are identified from residential uses.

Mitigation Measure AQ-2:**Construction Management Plan.**

Timing: Prior and During Construction.

Department Responsible: Community Development.

The Project Applicant shall prepare and implement a Construction Management Plan which will include Best Available Control Measures for review and acceptance by the City Building Official. The plan shall include strategies for ensuring the following measures are implemented:

1. Require all construction equipment to have Tier 3 modified to Tier 4 or Tier 4 low emission "clean diesel" engines that include diesel oxidation catalysts and diesel particulate filters that meet the latest CARB best available control technology.
2. Construction equipment shall be maintained in proper tune.
3. All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five (5) minutes or longer.
4. Minimize the simultaneous operation of multiple construction equipment units.
5. The use of heavy construction equipment and earthmoving activity should be suspended during Air Alerts when the Air Quality Index reaches the "Unhealthy" level.
6. Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.
7. Establish staging areas for the construction equipment that are as distant as possible from adjacent sensitive receptors (residential land uses).
8. Use haul trucks with on-road engines instead of off-road engines for on-site hauling.
9. Utilize zero VOC and low VOC paints and solvents, wherever possible.
10. Provide temporary dust barriers or construct perimeter walls during the first phase of construction.

6.4 BIOLOGICAL RESOURCES

BIOLOGICAL RESOURCES. Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Have a substantial adverse effect, either directly or through habitat modification, on any species identified as candidate, sensitive or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Boulevard 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservancy Conservation Plan, or other approved local,				X

BIOLOGICAL RESOURCES. Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
regional, or state habitat conservation plan?				

6.4.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

a) Would the Project adversely impact either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. The City is largely urbanized. Natural resources within the City include the Compton Creek, which is located about 0.3 to 10 miles south and east of the Project site. Compton Creek has a soft-bottom portion with a wetland habitat. Vegetation in the creek wetland includes cattails and aquatic grasses. Animal life includes killdeer, red-winged blackbirds and great blue heron. Special interest/sensitive animal species identified as potentially occurring in the creek area is the Pacific pocket mouse (Perognathus longimembris pacificus). The special interest/sensitive plant species identified as potentially occurring in the area includes the southern tarplant (Centromadia parryi ssp. australis), the Coulte's goldfields (Lasthenia glabrata ssp. coulteri), the Parish's brittlescale (Atriplex parishii), the coastal dunes milk-vetch (Astragalus tener var. titi), the Brand's phacelia (Phacelia stellaris); the spreading navarretia (Navarretia fossalis), the prostrate navarretia (Navarretia prostrata), and the California orcutt grass (Orcuttia californica). No rare or endangered plant species are known to currently exist in the City.

The Project site is disturbed and covered with paving and scattered non-native shrubs and trees. Surrounding areas are fully urbanized, and as noted above, there are no species identified as endangered, candidate within the City, and special interest and sensitive species are located away from the site in the Compton Creek area. Consequently, no significant impact would occur to any sensitive species designated by the resources agencies as a result of Project implementation.

b) Would the Project have a substantial impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. As noted above, the Project site is disturbed and developed with residential structures. Onsite vegetation consists of weeds, and scattered non-

native shrubs and trees. Surrounding areas are fully urbanized. No riparian habitat or other sensitive natural community are known to occur on the site or surrounding area. The one natural habitat area identified in the General Plan is Compton Creek located about 0.3 to 10 miles south and east of the Project site. Consequently, Project implementation would not result in significant adverse impacts to riparian or other sensitive natural community.

c) Would the Project have a substantial impact on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, streams, lakes, and bogs. According to the USFWS National Wetlands Mapper[5], there no wetlands within the vicinity of the Project site. As discussed above, the one identified wetland in the City is Compton Creek located 10 miles southeast of the Project site. Consequently, the Project would not cause a substantial adverse effect on federally protected wetlands.

d) Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites?

Less Than Significant. As discussed above, the Project site is surrounded by urban land uses and does not contain identified native or sensitive species, riparian or sensitive habitats or wetlands. There are a number of non-native trees on the site, but because they are surrounded by urban uses, the trees are unlikely to provide suitable habitat, including nesting habitat, for migratory birds under the federal Migratory Bird Treaty Act (MBTA) and under Section 3513 et. seq. of the CDFW Code.[6] The site is mostly paved and does not provide the large dirt fields that support burrowing owls. Consequently, Project impacts regarding substantial interference with the movement of a species would be less than significant.

e) Would the Project conflict with any local policies or ordinances, protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. Existing vegetation on the site consists of weeds, and scattered shrubs and trees. Neither the General Plan nor Municipal Code contain policies identifying or protecting specified tree species. Consequently, the Project would not conflict with a policy that protects biological resources such as a tree preservation policy.

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[5] http://www.fws.gov/wetlands/data/mapper.HTML; accessed June 23, 2020.

[6] Migratory birds include all native birds in the United States, as listed in 50 CFR (Code of Federal Regulations) 10.13 (List of Migratory Birds).

f) Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

No Impact. The City does not have any adopted Habitat Conservation Plans, Natural Community Conservation Plans or other conservation plans within its corporate boundaries. Consequently, the Project would not conflict with provisions of an adopted Habitat Conservation Plan or Natural Community Conservation Plan.

6.4.2 Cumulative Impacts

The proposed Project would not involve any loss of protected habitat since no such habitat is found within the Project site's boundaries. As a result, no significant cumulative impacts on biological resources will be associated with the proposed project's implementation.

6.4.3 Mitigation Measures

The Project would not have significant impacts relative to biological resources, and no mitigation is required.

6.5 CULTURAL RESOURCES

CULTURAL AND RESOURCES. Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X		
c) Disturb any human remains including those interred outside of formal cemeteries?		X		

6.5.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

a) Would the Project cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5 of the CEQA?

No Impact. The CEQA Guidelines, Section 15064.5, define "historic resources" to include the following:

(1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4850 et seq.).

(2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant.[7]

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of

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[7] California Public Resources Code Section 5020.1(k), Section 5024.1(g).

Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4852) including the following:

(A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; (B) Is associated with the lives of persons important in our past; (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or (D) Has yielded, or may be likely to yield, information important in prehistory or history.

Compton is located on one of the oldest communities in Los Angeles County, dating back to 1784, when it was once a part of Rancho San Pedro. One of Compton's first homes, the Heritage House was built in 1869 and is a State Historic Landmark, and located 2 miles southeast of the Project site. Other historical sites include the First United Method Church, which is the second oldest protestant church in Southern California and located 4 miles southeast of the Project site; Angeles Abbey Mausoleum located in the Angeles Abbey Cemetery at 1515 E. Compton Boulevard in a county unincorporated section of Compton, and 3 miles east of the Project site; and Woodlawn Cemetery located at 1715 W. Greenleaf which is the final resting place of 18 civil war veterans, and has been a Los Angeles County Historic Landmark since 1946 and located one mile south of the Project site.

To identify potential archaeological and historic resources on the Project site and its vicinity, a records search by the South Central Coastal Information Center (SCCIC) was conducted and the results are summarized in a July 24, 2020 letter from SCCIC, contained in Appendix F of this Initial Study document. The SCCIC search included a review of all recorded archaeological and built-environment resources as well as a review of cultural resource reports on file. In addition, the SCCIC search reviewed California Points of Historical Interest (SPHI), the California Historical Landmarks (SHL), the California Register of Historical Resources (CAL REG), the National Register of Historic Places (NRHP), the California State Built Environment Resources Directory (BERD), and the City of Los Angeles Historic-Cultural Monuments (LAHCM) listings within the vicinity of the Project site. The SCCIC letter does not identify any historic resource within or adjacent to the site. Consequently the Project site is not located in close proximity to a designated historic resource.

As discussed in Section 2.9.1 of this Initial Study, the site previously contained a 40,000 square foot commercial building, that was built as a bowling alley in 1962. The interior of the building was destroyed by fire in the 1970, and it laid dormant up to 1984, when it was renovated and opened as a Skateland U.S.A., as place where local youths could skate. Within a few months, Skateland became a popular hip-hop venue, and operated as a successful nightclub as well as a skating rink. However, by 1988, neighborhood crime forced the venue to close. The building, which had no historic recognition, was used as a storage facility until its permanent closure and demolition in 2015. Consequently, no historic resources are located on or near the Project site, and the Project would not result in an impact to a historical resource.

b) Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?

Less Than Significant with Mitigation Incorporated. This Section discusses potential impacts to other "unique archaeological resources" which are defined by §15064.5 of the CEQA Guidelines as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

(1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
(2) Has a special and particular quality such as being the oldest of its type or the best available example of its type.
(3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

As summarized in the SCCIC letter (Appendix F of this Initial Study), no archaeological studies have been conducted in the Project area and as a result, no archaeological resources have been identified. SCCIC notes that buried resources could potentially be unearthed during Project grading activities, and therefore, customary caution and a halt-work condition should be in place for all ground-disturbing activities. In the event that any evidence of cultural resources is discovered, all work within the vicinity of the find should stop until a qualified archaeological consultant can assess the find and make recommendations. Mitigation Measure CUL-1, below, is added to the Project to incorporate SCCIC's recommendations and protect potential archaeological resources. With inclusion of these measures, potential impacts relative to archaeological resources would be reduced to less than significant levels.

c) Would the Project disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant with Mitigation Incorporated. As discussed in Section 6.5.b, above, the Project site is not within the vicinity of identified archaeological resources, has already been graded and developed, and does not include substantial excavation. There are no cemeteries within Compton. However, similar to many communities within the region, Native Americans historically occupied the region. Should human remains be encountered during Project grading and construction activities, pursuant to state of California Health and Safety Code provisions (notably § 7050.5-7055), all construction activities must cease and the Los Angeles County Coroner, City Community Development Department and Police Department be immediately contacted. Mitigation Measure CUL-2, below, is added to the Project to reduce the potential impacts related to encountering or disturbing human remains to less than significant levels.

6.5.2 CUMULATIVE IMPACTS

The Project, and each of the cumulative projects identified in Section 2.9.2 of the document, are infill projects. Impacts to cultural resources from infill projects are

generally site specific. Each cumulative project in the vicinity of the Project site will be subject to its own environmental review, including a site specific cultural resource assessment. Consequently, no significant cumulative impacts relative to cultural resources would occur as a result of the Project.

6.5.3 MITIGATION MEASURES

The following mitigation will be required to protect potential archaeological resources:

Mitigation Measure CUL-1: **Unanticipated Discovery of Archaeological Resources.**

Timing: Prior to Issuance of Grading Permits.

Department Responsible: Community Development (Building Division).

If an archaeological resource is encountered during ground-disturbing activities, work within 50 feet of the find must halt and a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology must be contacted immediately to evaluate the find. If the discovery proves to be significant under CEQA, additional work such as data recovery excavation may be warranted. The on-site monitoring shall end when the project site excavation activities are completed, or sooner if the archaeologist indicates that the site has a low potential for archeological resources. During monitoring, the archaeologist shall complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. Following completion of monitoring, the archaeologist shall prepare a summary memorandum of finds, their significance under CEQA and their disposition. (*Note: The California Historical Resources Information System contains a listing of qualified archaeologists at www.chrisinfo.org.)

Mitigation Measure CUL-2: **Unanticipated Discovery of Human Remains.**

Timing: Prior to Issuance of Grading Permits.

Department Responsible: Community Development (Building Division)..

The discovery of human remains is always a possibility during ground-disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the county coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

6.6 ENERGY

ENERGY. Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?				X
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X

6.6.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

a) Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

No Impact. The Project is an infill development, replacing a vacant former commercial site with 29 small lot single-family houses. To accommodate the increased residential density, the Applicant is requesting to change the site's General Plan Land Use Map designation from Low Density to Medium Density Residential which has a density between 8.1 and 17 units per acre, and the Zoning Map designation to Specific Plan following adoption of the proposed 134th & Central Specific Plan. Under the proposed Specific Plan, minimum lot area for each unit would be consistent the Project Conceptual Site Plan, shown in Figure 3. The Specific Plan would accommodate the Project's small lot single-family layout. Medium density residential infill projects such as this Project are by their nature energy efficient. Higher density housing provides housing for more people on less land, and infill housing links to existing infrastructure without the added energy cost of extending roads or water and sewer lines.

In addition, as a new development, the Project would be required to comply with the CBC, including Green Building Code requirements that require energy efficient appliances, low water use plumbing and solar. The Project would incorporate required energy efficient measures such as the following:

- Drip irrigation
- Low flow plumbing fixtures
- Energy efficient appliances and light fixtures
- Net Zero 2020 (enhanced Title 24 standards)

- Solar.

Consequently, the Project would not result in the potentially significant wasteful consumption of energy resources.

b) Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. The General Plan contains a number of policies that promote energy efficiency. The energy related General Plan policies most applicable to the Project include:

- Conservation/Open Space/Parks and Recreation Element Goal 1.0: Reduce air pollution through land use, transportation, and energy use planning.
- Conservation/Open Space/Parks and Recreation Element Policy 1.8: Encourage the use of energy conservation devices in project design and construction to increase energy efficiency and decrease pollution emissions from off-site electrical power plants and on-site natural gas usage.
- Conservation/Open Space/Parks and Recreation Element Goal 3:0: Conserve energy resources through the use of available technology and conservation practices.
- Conservation/Open Space/Parks and Recreation Element Policy 3.1: Encourage innovative site planning and building designs which minimize energy consumption by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials.
- Conservation/Open Space/Parks and Recreation Element Policy 7.4: Encourage use of alternative energy sources including active and passive solar features, and fuel cells, in new residential construction.

As noted above, the Project would incorporate CBC and Green Building Code requirements that require energy efficient appliances, low water use plumbing and solar. Consequently, the Project would not conflict with or obstruct a plan for renewable energy or energy efficiency.

6.6.2 Cumulative Impacts

As an infill development built in accordance with the CBC, the Project would not have adverse impacts relative to energy. Other development projects within the City would be required to incorporate energy efficient measures consistent with the CBC and City policies. As a result, no significant cumulative impacts relative to energy will be associated with the proposed Project's implementation.

6.6.3 Mitigation Measures

The analysis indicated that the implementation of the proposed Project would not result in any significant impacts relative to energy. As a result, no mitigation is required.

6.7 GEOLOGY AND SOILS

GEOLOGY AND SOILS. Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?				X
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X

GEOLOGY AND SOILS. Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X

6.7.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

a) Would the Project cause exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault (as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault), ground-shaking, liquefaction, or landslides?

(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Map issued by the State Geologist for the area or base on other substantial evidence of a known fault?

No Impact. The City of Compton is within the seismically active Southern California region. As discussed in the General Plan Public Safety Element, major faults in the region include the Whittier/Elsinore, Norwalk, Newport/Inglewood, Santa Monica, Sierra Madre, Palos Verdes, and San Andreas faults. The Newport – Inglewood Fault Zone is the only active fault zone that lies within the City of Compton. The fault zone is runs through the southwest corner of Compton, and at its closest is 2 miles southwest of the Project site. There are no designated Alquist-Priolo Special Studies Zones found within the City. Consequently, Project impacts related to rupture of a known earthquake fault as delineated on the Alquist-Priolo Earthquake Fault Map would not be significant.

ii) Strong seismic ground shaking?

Less Than Significant Impact. As discussed above, the site is situated in a seismically active area and near several seismically active faults that could generate ground shaking in Compton. As required by the CBC, geotechnical and soils studies are required prior to Project grading. Project construction must then comply with the requirements of the approved geotechnical report and CBC. Compliance with these measures would mitigate potential adverse impacts from strong seismic ground shaking. Consequently, Project impacts related to rupture of a known earthquake fault would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction can be defined as the loss of soil strength or stiffness due to a buildup of pore-water pressure during a seismic event and is associated primarily with relatively loose, saturated fine- to medium-grained unconsolidated soils. Seismic ground shaking of relatively loose, granular soils that are saturated or submerged can cause the soils to liquefy and temporarily behave as a dense fluid. A relatively shallow groundwater table (within approximately 40 feet or less below ground surface) or completely saturated soil conditions that contribute to liquefaction.

Historical high ground water in Compton ranges from twenty feet west of the Compton Creek, to eight feet near Compton College north to the boundaries of the City. Compton's soil is part of alluvial fan deposits in the region which form when a fast flowing stream flattens, slows, and spreads out. Because historical ground-water levels in the City are within 40 feet of the surface where there is the presence of loose, sandy soils, these deposits are susceptible to liquefaction. Figure PS-1 of the General Plan Public Safety Element shows that a large area of the City, including the Project site.

A geotechnical study prepared for the Project found, based on soil samples, that groundwater at the Project site was not encountered in exploratory borings to the maximum depth of 51.5 feet below the existing ground surface.[8] The study identified the depth of historic groundwater for the site to be in excess of 100 feet and found a low potential for liquefaction on the Project site. As discussed above, Project construction must comply with the requirements of the approved geotechnical report and CBC. Compliance with these measures would reduce potential adverse impacts from potential liquefaction areas. Consequently, Project impacts related to seismic-related ground failure including liquefaction are less than significant.

iv) Landslides?

No Impact. Landslides occur in areas of slope and are one of the hazards left behind by an earthquake. A potential for slope failure within the City occurs along the southern banks of the Compton Creek near Artesia Boulevard, approximately 4 miles southeast of the Project site. Project construction must comply with the requirements of the approved geotechnical report and CBC, and compliance with these measures would reduce potential adverse impacts from earthquakes. Consequently, given the site's 4 mile distance from the identified area of potential slope failure, Project impacts related to landslides would not be significant.

b) Would the Project cause substantial soil erosion or the loss of topsoil?

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[8] "Geotechnical Due-Diligence Investigation and Percolation Study, Proposed Multi-Family Residential Development, 1950 North Central Ave, Compton, California", prepared by Albus-Keefe & Associates; contained in Appendix I.

No Impact. Topsoil is generally defined as the upper, outermost layer of soil, usually the top 5–10 inches with a high concentration of organic matter and microorganisms. The Project site was previously developed with a commercial building and is currently covered by paving and scattered non-native vegetation. The Project would remove the paving and vegetation, grade to install underground utilities, and cover the site with buildings, paving and landscaping. Consequently, the potential Project impacts relative to soil erosion or loss of topsoil would not be significant.

c) Would the Project cause location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact. As discussed above, much of the City, including the Project site is in an area susceptible to liquefaction. Project construction must comply with the requirements of the approved geotechnical report and CBC. Compliance with these measures would reduce potential adverse impacts from potential unstable soils or liquefaction areas. Consequently, Project impacts related to unstable soils, including liquefaction or collapse liquefaction are less than significant.

d) Would the Project be located on expansive soil, creating substantial risks to life or property?

Less Than Significant Impact. Expansive soils are generally defined as soils that expand when water is added, and shrink when they dry out. This continuous change in soil volume can cause homes built on this soil to move unevenly and crack. A geotechnical study prepared for the Project found (Appendix I) found that the soils on the site have a low expansion potential. As part of subsequent geotechnical and soils studies required for Project development, testing for soil expansion would be conducted. These studies would ensure that any potential for expansive soils are identified and if required the project geotechnical report would recommend remediation. Consequently, Project impacts related to expansive soils are less than significant.

e) Would the Project cause soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. An existing City sanitary sewer line runs along the southern boundary of the site. The Project proposes to connect to the existing sewer line. The Project would connect to the existing public sewer line and not use septic tanks or an alternative wastewater disposal system.

f) Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. The Project site is located within an urbanized area of Compton and the site and surrounding area have been previously graded and developed. Any near-surface paleontological resources that may have existed at one time have

likely been disturbed and/or destroyed by prior development activities. The existing condition of the site is generally flat, and Project grading would be limited to excavation as needed to lay out utility lines and flatten pads. No identified unique geologic features have been identified on or near the site. Consequently, the Project would not destroy a unique paleontological resource or site or unique geologic feature.

6.7.2 Cumulative Impacts

The potential cumulative impacts related to geology and soils for infill projects are site specific. Furthermore, the analysis presented above determined that the implementation of the Project would not result in impacts to geology or soils. Consequently, no significant cumulative impacts relative to geology or soils are expected to occur as a result of the Project.

6.7.3 Mitigation Measures

The Project would not have significant impacts relative to geology and soils, and no mitigation is required.

6.8 GREENHOUSE GAS EMISSIONS

GREENHOUSE GAS EMISSIONS. Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?			*X*	

6.8.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

Data presented in this Greenhouse Gas Emissions section is based on the "134th & Central Residential Development Air Quality & Greenhouse Impact Study, City of Compton", prepared by RK Engineering Group, Inc. (Air Quality Impact Study) and contained as Appendix D to this Initial Study.

a) Generate greenhouse gas emissions either directly or indirectly, that may have a significant impact on the environment.

Less Than Significant Impact. Greenhouse gases (GHGs) comprise less than 0.1 percent of the total atmospheric composition, yet they play an essential role in influencing climate. Greenhouse gases include naturally occurring compounds such as carbon dioxide (CO2), methane (CH4), water vapor (H2O), and nitrous oxide (N2O), while others are synthetic. Man-made GHGs include the chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), as well as sulfur hexafluoride (SF6). Different GHGs have different effects on the Earth's warming. GHGs differ from each other in their ability to absorb energy (their "radiative efficiency") and how long they stay in the atmosphere, also known as the "lifetime".

To provide guidance to local lead agencies on determining significance for greenhouse gas (GHG) emissions in their CEQA documents, the SCAQMD has developed Interim CEQA Greenhouse Gas (GHG) Significance Thresholds, December 2008. The purpose of the SCAQMD thresholds of significance is to assist local agencies with determining the impact of a project for CEQA. SCAQMD's objective in providing the GHG guidelines is to establish a performance standard that will ultimately contribute to reducing GHG emissions below 1990 levels, and thus achieve the requirements of the California Global Warming Solutions Act (AB 32).

The SCAQMD interim thresholds describe a five-tiered approach for determining GHG Significance Thresholds.

Tier 1 - If a project is exempt from CEQA, project-level and cumulative GHG emissions are less than significant.

Tier 2 - If the project complies with a GHG emissions reduction plan or mitigation program that avoids or substantially reduces GHG emissions in the project's geographic area (i.e., city or county), project-level and cumulative GHG emissions are less than significant.

For projects that are not exempt or where no qualifying GHG reduction plans are directly applicable, SCAQMD requires an assessment based on the following tiers.

Tier 3 - Consists of screening values that are intended to capture 90 percent of the GHG emissions from projects. If a project's emissions are under the screening thresholds, then the project is less than significant. For residential projects, SCAQMD sets a screening value threshold of 3,000 MTCO2e/year. This is the threshold previously in the City of Compton.

Tier 4 - Includes three performance standard compliance options to demonstrate that a project is not significant for GHG emissions.

Tier 5 – involves implementing off-site mitigation or the purchasing of offsets to reduce GHG emissions to less than the proposed screening level. The project proponent would be required to provide offsets for the life of the project, which is defined as 30 years.

Consistent with the approach typically applied by the City of Compton, the Air Quality Impact Study applies the Tier 3 threshold for residential uses of 3,000 MTCO2e/year, and used the CalEEMod to calculate both construction and operational GHG emissions.

Construction: As presented in the Air Quality Impact Study, greenhouse gas emissions are estimated for on-site and off-site construction activity using the CalEEMod. Table 6 shows the construction greenhouse gas emissions, including equipment and worker vehicle emissions for all phases of construction. Because impacts from construction activities occur over a relatively short-term period of time, they contribute a relatively small portion of the overall lifetime project GHG emissions. By itself, the construction activities from this Project are less than significant when compared to the thresholds recommended by SCAQMD. However, SCAQMD recommends that construction emissions be amortized over a 30-year project lifetime and added to the overall project operational emissions. As demonstrated in the Table, total construction emissions would be 300.57 Mtons of CO_2e or 10.02 Mtons averaged over 30 years. These estimated Project construction GHG emissions are added to operational GHG emissions in Table 7, below.

Table 6: Construction-Related Greenhouse Gas Emissions (Mtons/year)

Activity	Emissions (MTons $C0_2e$)[1]		
	On-site	**Off-site**	**Total**
Demolition	34.24	20.99	55.23
Site Preparation	5.06	0.27	5.33
Grading	7.88	0.45	8.33
Building Construction	256.37	19.96	276.33
Paving	8.25	0.95	9.20
Architectural Coating	1.28	0.10	1.38
Total	278.84	21.73	300.57
Amortized over 30 years[2]	9.29	0.72	10.02

Notes:
[1] $MTCO_2e$ = metric tons of carbon dioxide equivalents (includes carbon dioxide, methane, nitrous oxide, and/or hydroflurocarbons).
[2] The emissions are averaged over 30 years and added to the operational emissions, pursuant to SCAQMD recommendations.

Site Operations: During Project operation, the majority of greenhouse gas emissions, and specifically CO_2, is due to vehicle travel and energy consumption. As shown in Table 7, total operational emissions, including amortized construction emissions, would be 466.75 Mtons of CO_2e, below the 3,000 Mtons threshold and therefore below a level of significance.

Table 7: Operational Greenhouse Gas Emissions (Mtons/year)

Emission Source	Unmitigated GHG Emissions ($MTCO_2e$)[1]
Mobile Source	406.01
Energy Source	122.99
Area Source	6.68
Water	15.18
Waste	17.73
Construction (30 year average)	10.02
Total Annual Emissions	**466.75**
SCAQMD Tier 3 Screening Threshold[2]	3,000
Exceed Tier 3 Threshold?	No

Notes:

Table 7: Operational Greenhouse Gas Emissions (Mtons/year)	
Emission Source	**Unmitigated GHG Emissions ($MTCO_2e$)**[1]
[1] $MTCO_2e$ = metric tons of carbon dioxide equivalents [2] Per South Coast Air Quality Management District (SCAQMD) Draft Guidance Document - Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008	

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Less Than Significant Impact. In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill (AB) 32; California Health and Safety Code Division 25.5, Sections 38500, et seq.), which requires the California Air Resources Board (CARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide greenhouse gas emissions are reduced to 1990 levels by 2020 (representing an approximate 25 percent reduction in emissions). Statewide strategies to reduce GHG emissions include reduced building emission requirements specified in the 2013 Building and Energy Efficiency Standards and California Green Building Standards Code.

Additionally, the California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the Connect SoCal Plan functions as the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) providing a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. Infill development is included as a strategy for achieving SB375 compliance. Consequently, the Project would not conflict with policies or regulations aimed at reducing greenhouse gas.

6.8.2 Cumulative Impacts

The analysis indicated that the implementation of the proposed Project would not result in any significant impacts relative to greenhouse gas emissions. It is an infill project replacing a previously commercial operation with 29 homes built to contemporary Green Building Code requirements. Consequently, no significant cumulative impacts relative to no greenhouse gas mitigation is expected to occur as a result of the Project.

6.8.3 Mitigation Measures

The Project would not have significant impacts relative to greenhouse gas emissions, and no mitigation is required.

6.9 HAZARDS AND HAZARDOUS MATERIALS

HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X		
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?		X		
g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires?				X

Data presented in this Hazards and Hazardous Materials section references information contained in the "Summary of Environmental Site Conditions and Remedial Cost Estimate 1950 North Central Avenue, Compton, California", prepared by Stantec Consulting Services, Inc. (contained in Appendix C of this Initial Study); Phase I Environmental Site Assessment 1950 North Central Avenue, Compton, CA 90222, prepared by Stantec Consulting Services, Inc. (contained in Appendix G of this Initial Study); and Phase II Environmental Site Assessment 1950 North Central Avenue, Compton, CA 90222, prepared by Stantec Consulting Services, Inc. (contained in Appendix H of this Initial Study). These three reports are collectively referred to in this Initial Study as "Environmental Site Studies".

a. Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

   Less Than Significant with Mitigation Incorporated. The Project is a proposed residential use and would not create a significant hazard to public health. However, past uses on the Project site may create hazards. To assess these potential hazards, Environmental Site Studies (Appendix C and H) were prepared for the Project site. Three potential sources of hazardous substances were identified:

   - The site was historically used for agricultural purposes (i.e. orchards) until the 1940s. Historic agriculture is often associated with the application of pesticides and herbicides containing heavy metals (i.e., arsenic and lead), which can contaminate soils.

     Arsenic is found in the environment in rocks, soil, water, air, and in biota. Natural concentrations of arsenic in soil typically range from 0.1 to 40 mg/kg. Arsenic has historically been used in a number of industries, including as pesticides and herbicides in agriculture, as pigments for paints and ceramics, and for pulp and paper production. The United States Environmental Protection Agency (EPA) restricts arsenic use in industry because it is associated with a number of serious health hazards, including lung cancer and other lung diseases.

     Lead is naturally present in all soils. It generally occurs in the range of 15 to 40 parts lead per million parts of soil (ppm), or 15 to 40 mg/kg. Lead has historically been used as insecticide in fruit orchards, and in paints and building materials. The EPA restricts lead use in industry because it is associated with neurological damage.

   - A spill of Polychlorinated Biphenyls ("PCBs") reportedly occurred in 2012.

     The Property is listed in California Hazardous Materials Incident Reporting System database for vandalism of two overhead transformers that caused the release of 80 gallons of mineral oil and unknown PCBs on November 1, 2012. Data from City of Compton Fire and Southern California Edison (the transformer owner) regarding the status and cleanup of the PCBs was not available during preparation of the Environmental Site Studies. Due to the

lack of information on this spill and if it was mitigated, this spill as a recognized environmental condition (REC) to the Site.

PCB commercial production started in 1929, and were used widely as an insulating material for electric equipment. The EPA banned PCB use in 1979 because it is associated with a number of health hazards, including cancer and effects on the cardiovascular, hepatic, immune, musculoskeletal, endocrine, gastrointestinal, and dermal systems. with neurological damage.

- The asphalt on the site could contain the stress-absorbing fabric known as Petromat, which often contains asbestos.

  Asbestos are a combination of naturally occurring silicate minerals, which were commercial produced as an insulating and fire resistant material. The EPA restricts asbestos use in industry because it is associated with lung cancer and other lung and chest diseases.

To identify the presence of the above material on the Project site, the Environmental Site Studies included soil samples and testing. The results found that arsenic although present was below EPA screening levels for residential use and no additional actions are required. Lead was detected at levels below EPA screening levels for residential use. However because the lead was identified at near surface level (less than 1.0 foot in depth), removal of the near surface lead impacted soil, approximately 10 cubic yards, is recommended by the Environmental Site Studies. No PCBs nor Petromat was found on site.

To ensure the lead impacted soils are removed, Mitigation Measures HAZ-1 is added to the Project, below. With incorporation of HAZ-1 a, potential Project impacts regarding on-site hazardous materials would be reduced to less than significant levels.

b. Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant with Mitigation Incorporated. As a residential development, the Project is not associated with the transport or use of hazardous materials. As discussed above, levels of arsenic and lead on the site soil or below EPA screening levels for residential uses. No PCBs or Petromat were found on the site. However, because the lead was identified at near surface level (less than 1.0 foot in depth), removal of the near surface lead impacted soil, approximately 10 cubic yards, is recommended by the Environmental Site Studies. This recommendation is incorporated to the Project as Mitigation Measure HAZ-1. With inclusion of these measures, potential Project impacts regarding significant hazards from the release of hazardous materials would be reduced to less than significant levels.

c. Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant with Mitigation Incorporated. Schools near the Project site include the KIPP School currently under construction and located about 100 feet east of the Project site. Centennial High School, located on the east side of N. Central Avenue, is about 600 feet north of the Project Site, As discussed above, the proposed residential Project is not associated with the transport or use of hazardous materials. Based on the Environmental Site Studies, levels of arsenic and lead on the site soil or below EPA screening levels for residential uses, and no PCBs or Petromat were found on the site. As specified by Mitigation Measure HAZ-1, removal of the 10 cubic yards of lead impacted soils would be conducted consistent with applicable regulations, and would not significantly impact the nearby schools. Consequently, Project impacts regarding emitting hazardous emissions, materials, substances or waste within one-quarter mile of a school would be reduced to less than significant levels.

d. Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. The Environmental Phase I Assessment conducted for the Project site did not identify the Project site as being listed as a hazardous materials site pursuant to Government Code Section 65962.5. This finding is supported by the state of California Department of Toxic Substances Envirostar website.[9] Consequently, the Project would not create a significant hazard to the public or the environment pursuant to Government Code Section 65962.5.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?

No Impact. The closest airport to the Project site is Compton/Woodley Airport which is approximately 2 miles southeast. The Compton/Woodley Airport is part of the Los Angeles County airport land use plan (ALUP). Current noise contours for the airport, as well as runway protection zones and airport influence areas, are on shown in Figure 15, Compton/Woodley Airport Noise Contours. The Project site is outside both the 70 and 65 CNEL and outside the runway protection zone.

Noise impacts associated with the Project are presented in the "134th & Central Residential Development Noise Study, City of Compton", prepared by RK Engineering Group, Inc. (Noise Study) and summarized in Section 13, Noise, of this Initial Study, below. The Noise Study identified no airport noise impacts for the proposed Project residential use. Consequently, the Project would not place

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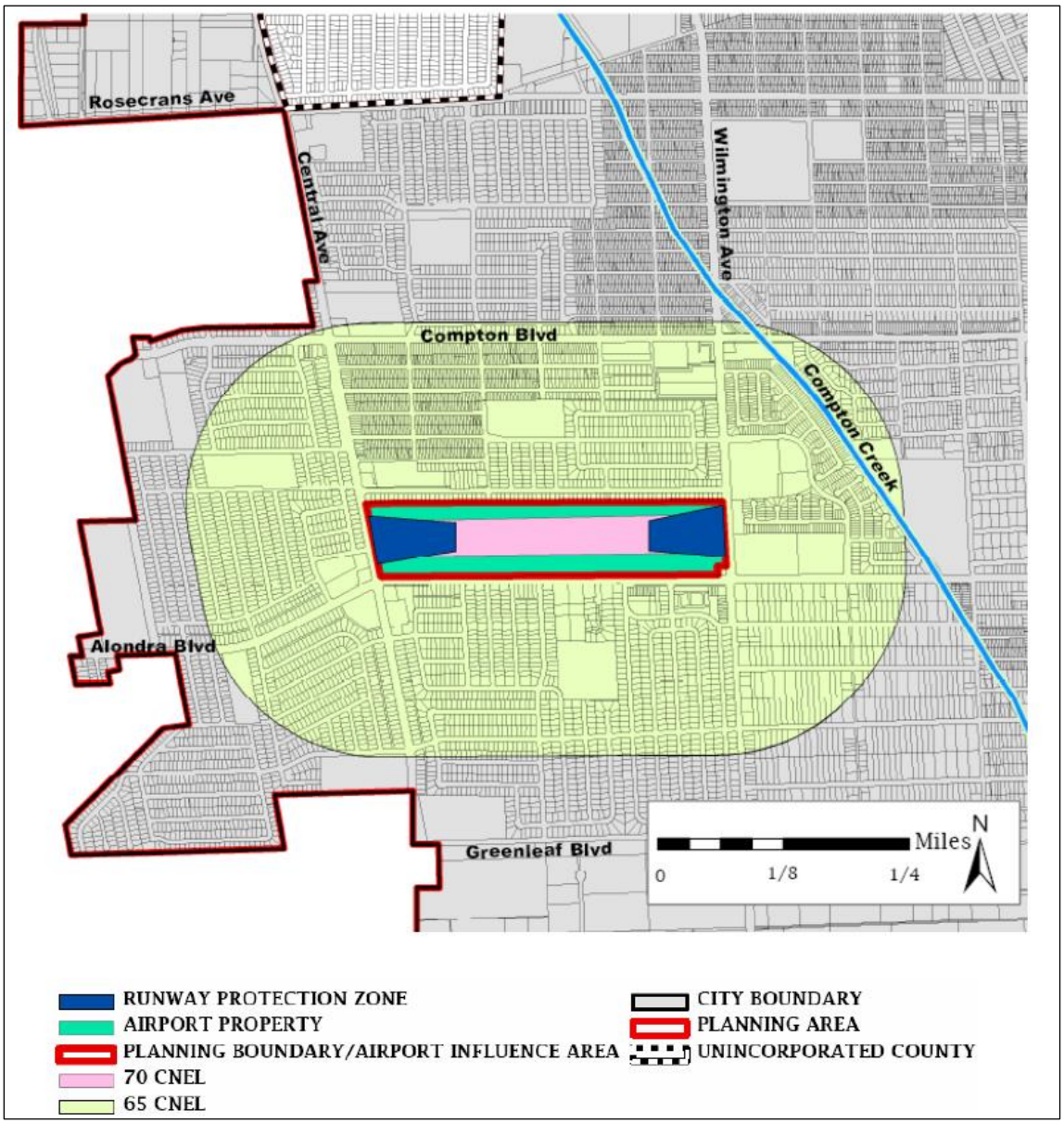
[9] http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global; accessed February 29, 2019.

future residents or workers within an airport safety hazard or excessive noise area, and such impacts would not be significant.

Figure 15. Compton/Woodley Airport Noise Contours



Source: Noise Study (Appendix H)

f. Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant with Mitigation Incorporated. Access to the Project would be from 134th Street to a private Street "A", which would have a 26-foot paved width, two lanes of travel and a sidewalk on its east side. Street "A" would connect at a T-intersection to private Street "B", which would have a 26-foot width, two lanes of travel and sidewalks on the south side. The private streets would connect

to a series of interior driveways, each with a 20-foot paved width. A secondary emergency access to Central Avenue would be provided. (Reference Figure 3, Concept Project Site Plan.) The private street and alleys within the Project site are of adequate width to comply with Compton Fire Department standards, and would not interfere with emergency response or evacuation. The gates at the entrances would be fitted with an Opticom or similar system to allow for emergency vehicles to quickly access the site.

However Project construction activities could temporarily impact street traffic adjacent to the site due to roadway improvements and potential extension of construction activities into the right-of-way. This could reduce the number of lanes or temporarily close certain street segments. Any such impacts would be limited to the construction period and would affect only adjacent streets or intersections, but could raise potential safety concerns for nearby schools and residents. With implementation of construction traffic plan, temporary street closures would not affect emergency access in the vicinity of future developments, and potential impacts would be less than significant. Mitigation Measure HAZ-2 is added to require a construction traffic plan. Consequently, with implementation of Mitigation Measure HAZ-2, the Project would not impair implementation or interfere with the City's emergency response or evacuation plans.

g. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The Project site is neither within nor adjacent to a designated wildland area and would not, therefore, be exposed to the potential for wildland fire. The Compton Fire Department provides fire protection to the City and would respond to fire and/or emergency situations occurring in the project area, including the subject site. Consequently, the Project would not expose people or structure to a significant risk from wildland fires.

6.9.2 Cumulative Impacts

The Project could disturb hazardous materials that were used in the construction of the existing onsite structures. Mitigation Measure HAZ-1 is added to the Project to reduce potential impacts related to hazardous materials to less than significant levels. In addition, Mitigation Measure HAZ-2 is added to require a construction traffic control plan to ensure emergency access routes are not obstructed. Impacts to hazards and hazardous materials are generally site specific and each cumulative project in the City would be subject to its own environmental review, including review of hazards and hazardous materials. As a result, no significant cumulative impacts relative to hazards or hazardous materials will be associated with the proposed Project implementation.

6.9.3 Mitigation Measures

The following measures will be required to mitigate potential Project impacts related to hazards or hazardous materials to less than significant levels:

Mitigation Measure HAZ-1: **Lead in Soil.**

Timing: Prior to Issuance of Building Permits.

Department Responsible: Community Development (Building Division).

Prior to issuance of a building permit for a residential unit, the Applicant shall demonstrate that the approximately 10 cubic yards of near surface lead contaminated soils have been removed and disposed of, in accordance with all applicable laws.

Mitigation Measure HAZ-2: **Traffic Control Plan.**

Timing: Prior to any Work in the Public Right-of-way.

Department Responsible: Public Works.

Prior to any grading or construction activities, the Applicant shall be provide for review and approval of the City Engineer a construction traffic control plan to ensure emergency access routes are not obstructed.

6.10 HYDROLOGY AND WATER QUALITY

HYDROLOGY AND WATER QUALITY. Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?				X
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in a substantial erosion or siltation on- or off-site;				X
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;				X
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or				X
iv) Impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X

6.10.1 Analysis of Environmental Impacts

Data presented in this Hydrology and Water Quality section references information contained in the "Preliminary LID Plan : 1950 N. Central Compton Property, Proposed 29 Single-family Home Development, Compton, California", prepared by Advanced Civil Group, Inc. (Preliminary LID Plan, Appendix K of this Initial Study); and the "Drainage Plan: 1950 N. Central Compton Property, Proposed 29 Single-family Home Development, Compton, California", prepared by Advanced Civil Group, Inc. (Preliminary Drainage Study, Appendix L of this Initial Study).

a) Would the Project violate any water quality standards or waste discharge requirements?

No Impact. In 1972, Congress passed the Federal Water Pollution Control Act, commonly known as the Clean Water Act (CWA), with the goal of "restor[ing] and maintain[ing] the chemical, physical, and biological integrity of the Nation's waters" (33 U.S.C. § 1251(a)). The CWA directs states to establish water quality standards for all "waters of the United States" and to review and update such standards on a triennial basis. The EPA has delegated responsibility for implementation of portions of the CWA, including water quality control planning and control programs, such as the National Pollutant Discharge Elimination System (NPDES) Program, to the California State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCB).

Storm water discharge from development projects is regulated by the CWA and the NPDES permitting program. As required by NPDES, new developments are required to include the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) for the construction phase of a project, and a Water Quality Management Plan (WQMP) or Low Impact Development ("LID") for the operation phase of a project. In the City of Compton, SWPPPs and LIDs are under the jurisdiction of the Los Angeles County Municipal Storm Water (MS4) NPDES Permit No. CAS004001, issued by the Los Angeles Regional Water Quality Control Board (LARWQCB). As a requirement of the LARWQCB, all post development stormwater runoff shall not exceed the pre-development peak flow.

In its current condition, the Project site is approximately 86% impervious surface. Topography varies with elevations of approximately 93 to 99 feet above mean sea level (MSL). Site drainage is flows north toward the existing storm drain in 134th Street. In its existing condition, there are no water quality measures on the site to provide treatment for the storm water runoff that flows from the site. During Project construction, silt and other debris could be generated that could mix with surface water runoff transmitting pollutants into local storm drains, especially when rainfall occurs. During Project operation, water runoff from impervious surfaces (buildings and paving) could similarly send pollutants into local storm drains.

In compliance with the City NPDES requirements, the Project Applicant has submitted the Preliminary LID Plan which presents a plan to control storm water runoff from Project post-construction operations. Post construction, impervious surface of the site would be reduced to approximately 65% of site area. The

Preliminary LID Plan proposes to collect Project runoff via a private drainage system consisting of PVC pipes and area drain inlets. Collected stormwater would be captured in storage system while it infiltrates over time into the ground via a deep infiltration well, which would sit at the lowest downstream point of the site (the northeast corner) near the proposed Project entrance. From there, the filtered storm water would flow into the existing storm drain in 134th Street.

With implementation of this collection and treatment system, the Preliminary LID Plan which serves as the Project preliminary WQMP, finds that there would be no hydrologic conditions of concern from the site. The Project would also be required to submit a SWPPP for City Engineer review and approval prior to construction. With the required preparation and implementation of the SWPPP and WQMP and the decrease in the amount of impervious surface, the Project would improve the quality water discharge from the Site. The Project would have not violate water quality standards and waste discharge requirements.

b) Would the Project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned used for which permits have been granted)?

No Impact. The Project site was previously developed and is largely covered by paving. Similarly, the surrounding area is largely developed and paved. As discussed above, the Project would decrease the amount of impervious surface over existing conditions and would improve groundwater recharge conditions. Groundwater is a primary water supply for the City, followed by Metropolitan Water District of Southern California (MWD) supplies. The Project does not include installation of new groundwater wells or use of groundwater from existing wells. Therefore, development of the Project would not result in a net deficit in aquifer volume or a lowering of the groundwater table. Consequently, the Project would not substantially deplete groundwater supplies or interfere with groundwater recharge.

c) Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site?

No Impact. As discussed above, the Project site and surrounding area are largely developed and with mostly impervious surfaces. The existing site condition drains easterly toward a public storm drain along W. 134th Street. The Project's proposed stormwater collection and treatment system would adequately control the flow and quality of runoff. Consequently, no Project impacts would occur relative to substantial alteration of the existing drainage pattern of the site or area or substantial erosion.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

No Impact. As discussed above, the Project proposed stormwater collection and treatment system would adequately control the flow and quality of runoff. Consequently, the Project would not increase the rate of surface runoff in a manner that would result in any flooding.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

No Impact. As discussed above, the Project would retain the site flow and filter the runoff water in compliance with the Preliminary LID Plan. Consequently, the Project would not exceed capacity of existing stormwater drainage systems or add polluted runoff.

iv) Impede or redirect flood flows?

No Impact. The Project would retain the existing northly drainage flow of the site. Post development, as discussed above, the Project would retain and filter the drainage flow and then convey primary overflow to the existing County storm drain. Consequently, the Project would not impede or redirect flood flows or exceed capacity of existing stormwater drainage systems or add polluted runoff.

d) Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. According to the Preliminary Drainage Study, the Project site is within Flood Zone "X" which indicates an area of minimum flood hazard per the Federal Emergency Management Agency (FEMA) Flood Map. The General Plan Public Safety Element further notes that the City as a whole is in areas of minimal flood risk.

A tsunami is a tidal wave or sea wave caused by seismic activity. Compton is located inland approximately 20 miles from the Pacific Ocean and is not subject to tsunamis. A seiche involves the oscillation of a body of water in an enclosed basin, such as a reservoir, storage tank, or lake. The Whittier Narrows Dam is 19 miles upstream from the Project site and the dam's failure would result in flood waters reaching Compton in approximately 15 hours with a depth of four feet. The Hansen Dam is 30 miles upstream from Compton, and this dam's failure would reach Compton within twenty hours with a depth of one foot. The General Plan Public Safety Element does not identify inundation as a potential risk within the City.

As discussed above, the Project proposed stormwater collection and treatment system would adequately control the flow and quality of runoff. Consequently, the Project would not result in risk of pollutant release during flood hazard, tsunami or seiche.

e) Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. The Project geotechnical study (Appendix I) identified the depth of historic groundwater for the site to be in excess of 100 feet. As discussed above, the Preliminary LID Plan finds that the Project proposed stormwater collection and treatment system would adequately control the flow and quality of runoff, and would not interfere with groundwater recharge. Consequently, the Project would not conflict with or obstruct implementation of a water quality control or groundwater management plan.

6.10.2 Cumulative Impacts

The required preparation and implementation of the LID would reduce potential Project impacts to stormwater runoff and water quality. Each cumulative project listed in Section 2.9.2 of this Initial Study would be subject to a preliminary and final LID similar to the Project. As a result, no significant cumulative impacts relative to hydrology and water quality will be associated with the proposed project's implementation.

6.10.3 Mitigation Measures

The analysis indicated that the implementation of the proposed Project would not result in any significant impacts on hydrology or water quality. As a result, no mitigation is required.

6.11 LAND USE AND PLANNING

LAND USE AND PLANNING. Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X

6.11.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

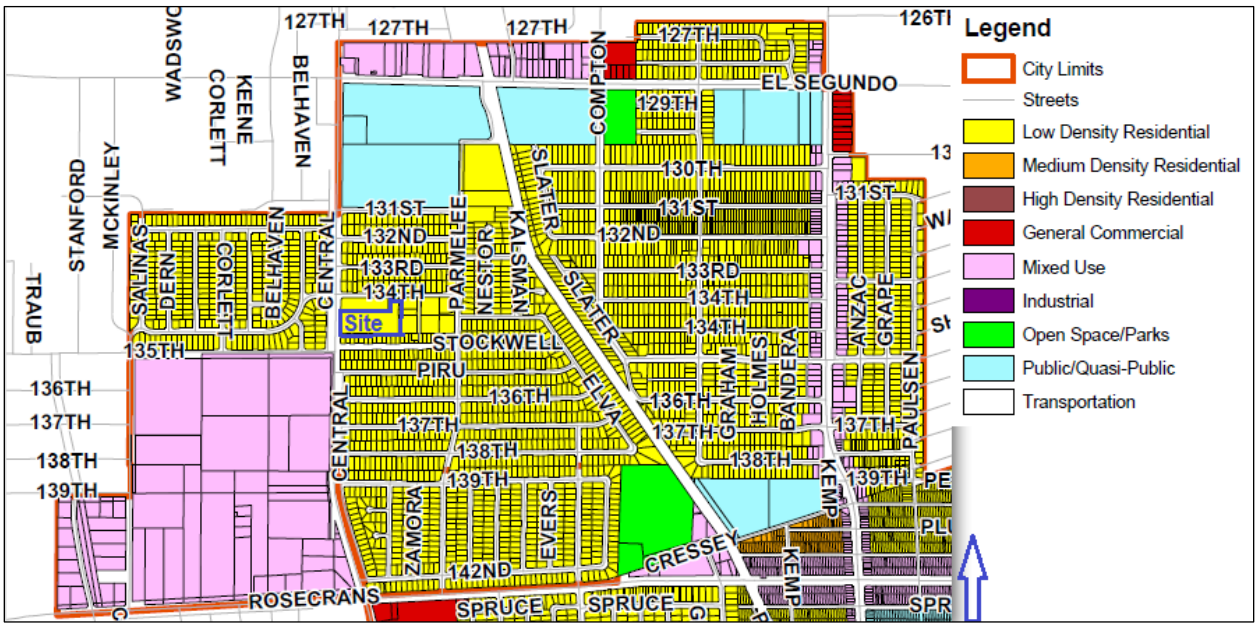
a) Would the Project physically divide an established community?

No Impact. The Project site is currently developed zoned for residential use. It is surrounded by single-family residential on the north, south and west. The Brickyard development, immediately southwest of the site, is a major industrial redevelopment of 70 acres. (Reference Figure 13, Aerial of Surrounding Uses, and Figure 14. Photos of Surrounding Areas.) Previous use of the site was as a commercial use. The Project would redevelop the site with 29 single-family houses.

To accommodate the proposed development, the Project Applicant proposes to change the current General Plan Land Use Map designation for the Project site is Low Density Residential with a density of up to 8.0 dwelling units per acre, and to adopt the 134th & Central Specific Plan which would serve as zoning for the site. Under the RL zoning, minimum lot size is 5,000 square feet and only one unit is permitted per lot. To accommodate the proposed Project density of 9.58 units per acre (29 dwelling units on 3.028 acres), the Applicant is requesting to change the site's General Plan Land Use Map designation to Medium Density Residential which has a density between 8.1 and 17 units per acre, and the Zoning Map designation to Specific Plan. The proposed 134th & Central Specific Plan zoning would accommodate the Project's proposed small lot single-family layout.

As shown Figure 16, below, existing General Plan land use designations surrounding the site are largely residential. Changing the land use designation of the Project site is consistent with the redevelopment of the site and surrounding and proposed mixed uses. Consequently, the Project would not physically divide an established community.

Figure 16. General Plan Land Use Map Existing Designations of Project Site and Surrounding Areas



b) Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. The Project requires the following entitlements:

- General Plan Amendment Case No. GPA21-0001
- Change of Zone Case No. ZC21-0001
- General Plan Amendment Case No. GPA20-0002
- Change of Zone Case No. ZC20-0002 (134th & Central Specific Plan)
- Tentative Tract Condominium Map 83170.

General Plan / Zoning Change: As discussed in Section 2.8.4 of this Initial Study, the Project includes a text amendment to the General Plan Land Use Element to include language identifying Specific Plan as land use designation, and to the Municipal Code adding language to facilitate the adoption and implementation of Specific Plans. The current General Plan Land Use Map designation for the Project site is Low Density Residential with a density of up to 8.0 dwelling units per acre, and the current Zoning Map designation is RL-Low Density Residential. To accommodate the proposed Project density of 9.58 units per acre (29 dwelling units on 3.028 acres), the Applicant is requesting to adopt the 134th & Central Specific Plan which would change both the General Plan and Zoning land use designations to Specific Plan.

Chapter 30-28 of the Municipal Code specifies the required findings for approval of changes of Zone and General Plan Amendments, including Specific Plans:

a) That the proposed zone and/or land use classification is substantially in conformance with the General Plan and compatible with the existing patterns of zoning, land use and development in the surrounding area;
b) That the property is more suitable for the uses permitted in the proposed zone and/or land use classification than those permitted in the existing zone and/or land use classification; and
c) That the uses permitted in the proposed zone and/or land use classification will not be detrimental to the surrounding area.

Amending the General Plan Land Use Element text and Zoning Code text to include Specific Plan is consistent with the State of California Government Code Sec. 65450, et. seq. that allows local governments to adopt and implement Specific Plans. Changing the land use designations of the Project site to 134th & Central Specific Plan is consistent with the redevelopment of the site and surrounding and proposed mixed uses. This transition would redevelop a vacant residentially zoned site with 29 architecturally cohesive residential single-family houses, including landscaping and amenities, which would be beneficial to the site and surrounding area. Approval of these General Plan and Zoning Amendments and adoption of the 134th & Central Specific Plan are subject to a review and recommendation of the Planning Commission and review and approval of the City Council.

Tentative Tract Map. The Project proposes a Tentative Tract Condominium Map to reconfigure the property into common and private use parcels and allow for the sale of the units as condominiums. Chapter 38-3 of the Municipal Code specifies the required findings for approval of the Tentative Tract Map:

a) That the proposed subdivision for condominium purposes will substantially comply with the new General Plan land use designation and zoning classification with the implementation of the conditions of approval.
b) That the project conforms to the State Subdivision Map Act and the State Seismic Hazards Mapping Act (SHMA) of 1999 and Chapter 28 of the Compton Municipal Code.
c) That the proposed subdivision for condominium purposes is located on a site that is physically suitable for residential development and will serve as a transition development from the heavily trafficked Rosecrans Avenue, eliminate blight and provide greater housing opportunities, and help encourage additional development in the area.

General Plan Conformity: As discussed above, the Project proposes a General Plan and zone change to Specific Plan that would be consistent with the redevelopment of the site and surrounding and proposed mixed uses. The Tentative Tract Map application has been reviewed by the City Public Works Department and it has been found to be complete, allowing the Project to proceed to this environmental review and entitlement process.

The General Plan Land Use Element contains a number of polices that address the redevelopment of the site for medium density residential purposes:

- To revitalize the City through public and private redevelopment efforts;
- To attain a mix of land use within the City, thereby providing residents with ready access to housing, employment, and commercial services;
- To encourage private investment in the City;
- To ensure that residents from all income levels have access to decent, affordable housing;
- To stabilize and protect single-family housing resources in the community;
- To create a City environment which makes Compton a pleasant place to live, work, shop, and do business;
- To improve Compton's built environment through design guidelines and aggressive code enforcement; and
- To enhance and diversify Compton's tax base.

The Project was initiated through a public RFP process initiated by the City Successor Agency ("SA"), and Applicant was selected as the preferred developer of the City SA-owned site. With the requested entitlements, the proposed Project achieves consistency with the spirit and intent of the City's General Plan and the above listed policies. The Project is proposed on an urban infill, brownfield and blighted site. It is therefore consistent with General Plan policy to encourage private investment to provide development and revitalization that efficiently utilizes land. The Project provides medium density residential with a single-family housing product and an affordable housing component. It is consistent with the General Plan policy for providing high-quality, accessible housing to allow improved choices for the community at various income levels. In these ways, the Project would facilitate stability and protection of the single-family neighborhoods, create a pleasant place with new residents to shop and contribute to Compton's tax base. Upon approval of the proposed Project entitlements, Project conflicts with an applicable land use plan, policy or regulation would be less than significant.

6.11.2 CUMULATIVE IMPACTS

The Project would convert a previous commercially developed property with a residential use, consistent with its current and proposed residential General Plan land use designations, and consistent with surrounding residential uses. The development of the Project site with the proposed 29 residential units will not impact the other cumulative projects identified by the City. Consequently, cumulative impacts relative to land use and planning would not be significant.

6.11.3 MITIGATION MEASURES

The analysis determined that the proposed Project would not result in any significant adverse impacts regarding land use and planning. Consequently, no mitigation is required.

6.12 MINERAL RESOURCES

MINERAL RESOURCES. Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

6.12.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

a) Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?

No Impact. The Project site is located in an area classified by the California Geological Survey (CGS) as Mineral Resource Zone-1 (MRZ-1). This designation indicates that there is little likelihood that significant mineral resources are present in the area (Department of Conservation 1982). Consequently, Project impacts relative to mineral resources will not be significant.

b) Would the Project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, proposed project, or other land use plan?

No Impact. As discussed above, there are limited mineral resources within the City. No identified mineral resources occur on or near the Project site. Consequently, the Project would not result in the loss of a locally important mineral resource recovery site.

6.12.3 CUMULATIVE IMPACTS

The analysis determined that the proposed Project would not result in any significant adverse impacts to mineral resources. Consequently, no significant adverse cumulative impacts to mineral resources would occur as a result of the project.

6.12.4 MITIGATION MEASURES

The analysis indicated that the implementation of the proposed Project would not result in any significant impacts on mineral resources. As a result, no mitigation is required.

6.13 NOISE

NOISE. Would the project result in:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

6.13.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

Data presented in this Noise section is based on the "134th & Central Residential Development Noise Study, City of Compton", prepared by RK Engineering Group, Inc. (Noise Study), contained in this Initial Study as Appendix H.

a) Would the Project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant with Mitigation Incorporated. **Noise Measurements**: Since the human ear is not equally sensitive to all sound frequencies within the entire auditory spectrum, human response is factored into sound descriptions by weighting sounds within the range of maximum human sensitivity more heavily in a process called "A-weighting," written as dB(A). Any further reference in this discussion to decibels written as "dB" should be understood to be A-weighted. Time variations in noise exposure are typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called

LEQ), or alternately, as a statistical description of the sound pressure level that is exceeded over some fraction of a given observation period.

Typical human hearing can detect changes in sound levels of approximately 3 dBA under normal conditions. Changes of 1 to 3 dBA are detectable under quiet, controlled conditions, and changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is discernable to most people in an exterior environment while a change of 10 dBA is perceived as a doubling of the noise. Because people are generally more sensitive to unwanted noise intrusion during the evening and at night, state law requires that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise descriptor called the Ldn (day-night) or the Community Noise Equivalent Level (CNEL). The CNEL metric has gradually replaced the Ldn factor, but the two descriptors are essentially identical.

Noise Standards: A noise level of 65 dB is the level at which ambient noise begins to interfere with one's ability to carry on a normal conversation at reasonable separation without raising one's voice. A noise exposure of 65 dB CNEL is typically recommended as the exterior noise land use compatibility guideline for new residential dwellings in California. CNEL-based standards generally apply to usable outdoor recreational space at backyards, patios or balconies. Interior exposures of noise-sensitive uses are controlled through adequate structural attenuation.

An interior CNEL of 45 dB is mandated by the State of California Noise Insulation Standards (CCR, Title 24, Part 6, Section T25-28) for multiple family dwellings and hotel and motel rooms. In 1988, the State Building Standards Commission expanded that standard to include all habitable rooms in any residential use, included single-family dwelling units. Since normal noise attenuation within residential structures with closed windows is 25-30 dB, an exterior noise exposure of 70-75 dB CNEL allows the interior standard to be met without any specialized structural attenuation (dual paned windows, etc.), but with closed windows and fresh air supply systems or air conditioning in order to maintain a comfortable living environment.

The General Plan Noise Element establishes planning criteria for determining a development's noise/land use compatibility based on CNEL., which are shown in Table 8, below:

Table 8: City of Compton Noise/Land Use Compatibility Guidelines

Land Use	Noise Limit (CNEL)			
	Clearly Compatible[1]	**Normally Compatible**[2]	**Clearly Incompatible**[3]	**Normally Incompatible**[4]
Residential (Single-family)	< 60	60 – 70	70 – 75	>75
Notes:				

Table 8: City of Compton Noise/Land Use Compatibility Guidelines				
Land Use	**Noise Limit (CNEL)**			
	Clearly Compatible[1]	**Normally Compatible**[2]	**Clearly Incompatible**[3]	**Normally Incompatible**[4]
[1] Clearly Compatible: Ambient noise levels are not significant enough to require special construction and/or noise mitigation. [2] Normally Compatible: Most land uses will not be affected by ambient noise. Some form of design measures and/or mitigation may be required for noise sensitive land uses. [3] Clearly Incompatible: Noise sensitive land uses should not be located in these areas unless mitigation is employed to reduce interior noise levels. [4] Normally Incompatible: Noise sensitive land uses should not be located in these areas due to excessive and continuous high ambient noise.				

The City of Compton uses the County of Los Angeles Exterior Noise Standards to regulate noise from temporary and stationary noise sources such as mechanical equipment. The City of Compton noise standards are presented in Table 9.

In accordance with Section 7-12.22 of the Compton Municipal Code, construction related activities are exempt from noise regulations provided the activities take place during the hours of 7 a.m. to 7 p.m. Monday through Saturday.

Table 9: City of Compton Residential Noise Standards							
Location	**Time Period**	**Leq**	**L_{50} (30-min)**	**L_{25} (15-min)**	**L_8 (5-min)**	**L_2 (1-min)**	**L_{MAX} (any time)**
Residential	Daytime (7am - 10pm)	50 dBA	50 dBA	55 dBA	70 dBA	65 dBA	70 dBA
	Nighttime (10pm – 7am)	45 dBA	45 dBA	50 dBA	65 dBA	60 dBA	65 dBA

Baseline Noise: To determine existing noise levels in the Project area, the Noise Study included baseline noise measurements from two meters at the following locations:

- Noise monitoring location one (LT-1) was taken approximately 10 feet from the northern property line and approximately 355 feet from the centerline of the Central Avenue roadway.

- Noise monitoring location two (LT-2) was taken approximately 60 feet from the southern property line and approximately 355 feet from the centerline of the Central Avenue roadway.

Noise measurements were collected over a 24-hour period from July 14-15, 2020. At location LT-1, the average 24-hour CNEL was 58.1 dBA; and at LT-2, the average

24-hour CNEL was 60.5 dBA. Referencing the General Plan Noise Element above, the Project site is considered clearly to normally compatible for residential use.

On-Site Impacts - **Operational Noise - Exterior**: Noise from Project operations are expected to include mechanical noise from the houses HVAC units, vehicle engine noise and general household conversation and noise associated with future residents. The Noise Study calculated the addition of Project operational noise to existing baseline noise levels. Operation of the Project would increase exterior noise by approximately 0.1 dBA to 0.6 dBA Leq during the daytime hours (7 a.m. to 9 p.m.). Typically, the human ear can barely perceive the change in the noise level of 3 dB, and therefore the impact is considered imperceptible and less than significant.

For nighttime noise, the Noise Study considered all Project noise sources operating simultaneously during nighttime (10 p.m. to 7 a.m.) hours. The City of Compton follows the County of Los Angeles nighttime noise standard of 45 dBA for residential uses to the north, south and east and 55 dBA for the commercial use to the west of the Project site. Operation of the of the Project would increase existing nighttime ambient noise levels by approximately 0.3 dBA to 1.6 dBA Leq during the nighttime hours (10 p.m. to 7 a.m.). As noted above, the human ear can barely perceive the change in the noise level of 3 dB, and therefore the impact is considered imperceptible and less than significant.

However to ensure that noise from the HVAC units for the Project does not increase exterior noise by more than the estimated 1.6 dBA Leq, the Noise Study recommends that all HVAC units be partially enclosed behind a noise screening wall and/or shielded from line of sight of any adjacent property line. This recommendation is added to the Project as Mitigation Measure NOI-1.

In addition, the Noise Study recognizes that truck activity, especially big moving trucks and trash trucks, can cause nuisances through engine noise, back-up alarms, lift gates banging and other activities associated with the trucks, and recommends the following measures to reduce impacts of on-site truck noise:

1. Delivery, loading/unloading activity, and trash pick-up hours should be limited to daytime (7 a.m. – 10 p.m.) hours only.
2. Limit engine idling time for all delivery vehicles and moving trucks to 5 minutes or less.

Implementation of these measures is incorporated into Mitigation Measure NOI-2, which requires that these truck delivery provisions be added to the Project Covenants, Conditions, and Restrictions (CC&Rs) and enforced by the future Project Homeowners Association. With inclusion of Mitigation Measures NOI-1 and NOI-2, on-site operational noise impacts would be less than significant.

Off-Site Impacts - **Operational Noise - Exterior**: The primary exterior noise source in the vicinity of the Project is traffic noise along Central Avenue. To evaluate impacts of future noise levels on Project residents, the Noise Study added expected noise that would be generated from traffic as the areas around the Project site buildout as permitted in the General Plan. The Noise Study found that the Project

houses along Central Avenue may experience noise levels that fall within the clearly incompatible range (70-75 CNEL). As noted in Table 9, the City of Compton recommends that new construction or development should generally be discouraged unless mitigation is employed to reduce habitable interior space noise levels to less than 50 dB CNEL during the daytime and 45 dB CNEL during nighttime.

The Noise Study calculated interior noise levels for the Project, assuming standard construction for the residential structures. With the future 70-75 CNEL exterior noise levels, the Noise Study found that the Project would require a "windows closed" condition and upgraded Sound Transmission Class (STC) rated windows to meet the City/State interior noise standard of 45 dBA. STC ratings are standard criteria established to measure how much sound is stopped by windows or other building material. To accommodate a windows closed conditions, the Noise Study assumed that all the Project units would be equipped with adequate fresh air ventilation and insulation as required by the CBC.

Prior to issuance of a building permit for construction of a residential unit, the Noise Study recommends that the Project Applicant demonstrate to the City Building Division that the proposed building shell and window assemblies will achieve exterior to interior noise reduction necessary to meet the State of California and City of Compton requirements. This recommendation is added to the Project as Mitigation Measure NOI-3, below.

The Noise Study also recommends a noise screening wall along Central Avenue to shield residential backyards and first floor building facades from roadway noise. To provide ample noise attenuation, the screening wall should be minimum of six (6) feet in height and the barrier's weight should be at least 3.5 pounds per square foot of face area without decorative cutouts or line-of-site openings between the shielded areas and the project site. All gaps (except for weep holes) should be filled with grout or caulking to avoid flanking. The noise control barrier may be constructed using one, or any combination of the following materials: masonry block; stucco veneer over wood framing (or foam core), or 1-inch thick tongue and groove wood of sufficient weight per square foot; or transparent glass (3/8 inch thick), acrylic, polycarbonate, or other transparent material with sufficient weight per square foot. To further attenuate noise associated with the proposed Project entry gate at 134th Street, the Noise Study recommends that the wall wrap around the sides of homes adjacent to the emergency vehicle access opening. The Project proposes an masonry wall adjacent to Central Avenue. To ensure the wall is constructed and installed as recommended by the Noise Study, the requirement for a wall adjacent to Central Avenue is added to the Project as Mitigation Measure NOI-4.

With inclusion of Mitigation Measures NOI-3 and NOI-4, off-site operational noise impacts associated with the Project would be less than significant.

On-Site Impacts – **Construction Noise**: Temporary construction noise impacts vary markedly because the noise strength of construction equipment ranges widely as a function of the equipment used and its activity level. Short-term construction noise impacts tend to occur in discrete phases dominated by large,

earth-moving equipment sources for demolition and grading. During construction and paving, equipment is generally less noisy. The closest existing sensitive uses to the Project site are the single-family homes north and south of the site, and the pending school located to the east.

As noted previously, the City of Compton Municipal Code limits construction activities to 7 a.m. to 7 p.m. Monday through Saturday. These time restrictions are expected to reduce construction noise impacts to less than significant levels. However, because of the proximity of sensitive uses, the Noise Study recommends that the Project Construction Management Plan, identified in Mitigation Measure AQ-2 above, also include construction noise management strategies, including:

- All construction equipment shall be equipped with muffles and other suitable noise attenuation devices (e.g., engine shields).
- Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than track equipment), to the maximum extent feasible.
- If feasible, electric hook-ups shall be provided to avoid the use of generators. If electric service is determined to be infeasible for the site, only whisper-quiet generators shall be used (i.e., inverter generators capable of providing variable bad.
- Use electric air compressors and similar power tools rather than diesel equipment, where feasible.
- Locate staging area, generators and stationary construction equipment as far from the adjacent residential homes as feasible.
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes.
- Post a sign on each street frontage in a readily visible location at the project site that indicates the dates and duration of construction activities, as well as provide a telephone number where residents can enquire about the construction process and register complaints to an assigned construction noise disturbance coordinator.

This recommendation is included in Mitigation Measure NOI-5,below. With inclusion of mitigation measures NOI-1 through NOI-5, Project impacts relative to expose to noise levels in excess of established standards would be reduced to less than significant levels.

b) Would the generate excessive ground borne vibration or groundbourne noise levels?

Less Than Significant. Groundbourne vibration or noise is typically expressed as the root mean square (RMS) velocity of a vibrating object. RMS velocities are expressed in units of vibration decibels. Although the perceptibility threshold is about 65 VdB, human response to vibration is not usually significant unless the vibration exceeds 70 VdB. The range of vibration decibels (VdB) is as follows:

65 VdB - threshold of human perception
72 VdB - annoyance due to frequent events

80 VdB - annoyance due to infrequent events
94-98 VdB - minor cosmetic damage.

The Noise Study did not identify excessive vibration in the vicinity of the Project site. Project construction is not expected to require use of substantial vibration equipment or activities such as pile drivers or blasting. Consequently, Project impacts relative to excessive to groundborne vibration or noise would be less than significant.

c) For a project located with the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The closest airport to the Project site is Compton/Woodley Airport which is approximately 2 miles southeast. Current noise contours for the airport on shown in Figure 15, Compton/Woodley Airport Noise Contours, above. The Project site is outside both the 70 and 65 CNEL and outside the runway protection zone. There is no private airstrip within 2 miles of the Project site. Consequently, the Project would not result in significant impacts related to exposure to excessive airfield or airport related noise levels.

6.13.2 Cumulative Impacts

Potential noise impacts associated with the Project location could affect the future residents of the site. These impacts are site specific and not cumulative in nature. Mitigation Measures NOI-1 through NOI-5 are added to the Project to reduce potential noise impacts to Project residents and adjacent properties to less than significant levels. Consequently, no cumulative impacts relative to noise would occur from or to the Project.

6.13.3 Mitigation Measures

The following mitigations will be required to ensure City noise land use compatibility standards are met:

Mitigation Measure NOI-1: **Operational Noise – On-site.**

Timing: Prior to Issuance of a Building Permit for Construction of a Residential Unit.

Department Responsible: Community Development (Building Division).

All HVAC units within the Project shall be partially enclosed behind a noise screening wall and/or shielded from line of sight of any adjacent property line.

Mitigation Measure NOI-2: **Operational Noise – On-site.**

Timing: Prior to Issuance of a Building Permit for Construction of a Residential Unit.

Department Responsible: Community Development (Building Division).

The following measures shall be incorporated into the Project Covenants, Conditions, and Restrictions (CC&Rs) and enforced by the future Project Homeowners Association:

1. Delivery, loading/unloading activity, and trash pick-up hours should be limited to daytime (7 a.m. – 10 p.m.) hours only.
2. Limit engine idling time for all delivery vehicles and moving trucks to 5 minutes or less.

Mitigation Measure NOI-3: **Operational Noise – Off-site.**

Timing: Prior to Issuance of a Building Permit for Construction of a Residential Unit.

Department Responsible: Community Development.

The Project Applicant shall ensure that the Project incorporates the following features, and/or otherwise provide sufficient noise calculation to demonstrate to the City Building Division that the proposed building shell and window assemblies will achieve exterior to interior noise reduction necessary to meet the State of California and City of Compton requirements.

1. The project will be required to incorporate building construction techniques that achieve the minimum interior noise standard of 45 dBA CNEL for all residential units.
2. A "windows closed" condition is expected to be required for all residential units within the project site to meet the interior noise standard. To accommodate a windows closed conditions, all units shall be equipped with an adequate fresh air ventilation system, per the requirements of the California Building Code (CBC).
3. The first row units facing Central Avenue will require upgraded windows and sliding glass doors with minimum STC rating of 32 for rear and side walls.
4. The project will comply with California Title 24 building insulation requirements for exterior walls, roofs and common separating assemblies (e.g. floor/ceiling assemblies and demising walls).
5. Interior noise levels due to exterior sources must not exceed a community noise equivalent level (CNEL) or a day-night level (LDN) of 45 dBA, in any habitable room.
6. For proper acoustical performance, all exterior windows, doors, and sliding glass doors should have a positive seal and leaks/cracks must be kept to a minimum.

Mitigation Measure NOI-4: **Operational Noise – Off-site.**

Timing: Prior to Issuance of a Building Permit for Construction of a Residential Unit.

Department Responsible: Community Development.

A noise screening wall shall be provided along Central Avenue to shield residential backyards and first floor building facades from roadway noise. The screening wall should be minimum of six (6) feet in height and the barrier's weight should be at least 3.5 pounds per square foot of face area without decorative cutouts or line-of-site openings between the shielded areas and the project site. All gaps (except for weep holes) should be filled with grout or caulking to avoid flanking. To prevent noise intrusion, the screening wall should wrap around the sides of homes adjacent to the emergency vehicle access opening (as shown on the project's fence and wall plan). The noise control barrier may be constructed using one, or any combination of the following materials:

- Masonry block (including Proto II type walls);
- Stucco veneer over wood framing (or foam core), or 1-inch thick tongue and groove wood of sufficient weight per square foot;
- Transparent glass (3/8 inch thick), acrylic, polycarbonate, or other transparent material with sufficient weight per square foot.

Mitigation Measure NOI-5: **Construction Noise.**

Timing: During all demolition, grading and construction activities.
Department Responsible: Community Development.

The Project Applicant shall prepare and implement a Construction Management Plan that will include the following construction noise management strategies:

1. All construction equipment shall be equipped with muffles and other suitable noise attenuation devices (e.g., engine shields).
2. Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than track equipment), to the maximum extent feasible.
3. If feasible, electric hook-ups shall be provided to avoid the use of generators. If electric service is determined to be infeasible for the site, only whisper-quiet generators shall be used (i.e., inverter generators capable of providing variable load.
4. Use electric air compressors and similar power tools rather than diesel equipment, where feasible.
5. Locate staging area, generators and stationary construction equipment as far from the adjacent residential homes as feasible.
6. Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes.
7. Post a sign on each street frontage in a readily visible location at the project site that indicates the dates and duration of construction activities, as well as provide a telephone number where residents can enquire about the construction process and register complaints to an assigned construction noise disturbance coordinator.

6.14 POPULATION AND HOUSING

POPULATION AND HOUSING. Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

6.14.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

a) Would the Project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. The Project would convert the General Plan Land Use Map and Zoning Map designations for the Project site from a low density to a medium density residential Specific Plan designation. Assuming an average household size of 4.17 persons[10], the Project's proposed 29 units would generate 121 additional persons in the City, which represents a 0.1% increase over the City's current 98,032 person population. This increase is nominal. As discussed in Section 6.11.1, converting the Project site from low to medium density residential is consistent with existing and planned uses in the vicinity of the Project site. Consequently, Project impacts relative to inducement of substantial population growth would be less than significant.

b) Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

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[10] State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2010-2020. Sacramento, California, January 2020.

No Impact. The Project site consists currently vacant. The Project would redevelop the site with 29 single-family residential units. Consequently, the Project would not displace existing people or housing.

6.14.2 Cumulative Impacts

The Project would convert a previous commercially developed property with a residential use, consistent with its current and proposed residential General Plan land use designations, and consistent with surrounding residential uses. The development of the Project site with the proposed 29 residential units will not induce growth or displace people or housing, and would have no impact relative to the other cumulative projects identified by the City. Consequently, cumulative impacts relative to population and housing would not significant.

6.14.3 Mitigation Measures

The analysis indicated that the implementation of the proposed Project would not result in any significant impacts on population and housing. As a result, no mitigation is required.

6.15

6.16 PUBLIC SERVICES

PUBLIC SERVICES. Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?			X	
ii) Police protection?			X	
iii) Schools?			X	
iv) Parks?			X	
v) Other public facilities?			X	

6.15.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire Protection?

Less Than Significant Impact. Fire protection and other related services are provided by the Compton Fire Department. There are four fire stations in the City: Station Number 1 (Fire Headquarters) is located at 201 South Acacia Avenue; Station Number 2 is located at 1320 East Palmer Street; Station

Number 3 is located at 1133 Rosecrans Avenue; and Station Number 4 is located at 950 West Walnut Street. Station Number 3 is located closest to the Project site, approximately 3 miles southeast.

Currently, the Compton Fire Department has 84 sworn employees and five civilian employees. Its resources include four fire stations and nine front-line emergency vehicles comprised of four fire engines, one truck, two paramedic squads, and two basic life support transport ambulances.[11] Its core services include fire and rescue emergency responses, emergency medical services, fire prevention, hazardous materials, and emergency preparedness and public education.

The Compton Fire Department sets its response time goals based on the National Fire Protection Association and national averages, which is between five and seven minutes. Currently, the Compton Fire Department's response times are slightly above national averages due to a recent decrease in staffing and increase in new housing and warehouse developments in the City.[12]

The Project would develop a 29 unit single-family master planned community on a currently vacant property, which would increase the population of the City by negligible 0.1%. The new houses would be constructed to current CBC and Fire Code standards, including the installation of fire protection systems and automatic sprinkler systems. Additionally, the Project would generate annually recurring revenue to the City in the form of taxes and other miscellaneous charges (e.g., sales tax, property tax, etc.). A portion of such revenue, including direct assessments that are received by the Compton Fire Department, would be available to address costs associated with potential demands for operations and staffing. Consequently, Project impacts relative to new or physically altered fire protection facilities would be less than significant levels.

ii) Police Protection?

Less Than Significant Impact. Police protection services for the City of Compton are provided by the Los Angeles County Sheriff's Department (LACSD) under contract with the City. The local LACSD office is the Compton Station and located at 301 South Willowbrook Avenue, approximately 3 miles southeast of the Project site.

The Project would develop a 29 unit single-family master planned community on a currently vacant property, which would increase the population of the City by negligible 0.1%. The new houses would be constructed to current CBC and

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[11] City of Compton - Fire Dept (comptoncity.org); accessed January 21, 2021.

[12] Compton Artesia Specific Plan Draft Environmental Impact Report, October 2019; CEQANet; 0naV92zQTqJdhCRn7Myf80_RMcCJTFqz72U3yJZbeROLpQkAdy91DUr0l3r44TsLfCAp73-i9oYb4QgG0; accessed January 20, 2021

Fire Code standards, within a gated community with contemporary fencing and exterior lighting. The transition of the site to the proposed residential use is not expected to create increased demands for police services. Additionally, the Project would generate annually recurring revenue to the City in the form of taxes and other miscellaneous charges (e.g., sales tax, property tax, etc.). A portion of such revenue would be available to address costs associated with potential demands for police services. Consequently, Project impacts relative to new or physically altered police protection facilities would be less than significant.

iii) Schools?

Less Than Significant Impact. The City of Compton is served by the Compton Unified School District (CUSD). The CUSD serves nearly 26,000 students at 36 sites in the City of Compton as well as portions of the cities of Carson and Los Angeles. The CUSD includes 21 elementary schools, seven middle schools, four high schools, and four adult/alternative schools. Schools closest to the Project site include the KIPP School, currently under construction, located just east of the site across N. Water Way; and Centennial High School, located on the east side of N. Central Avenue about 600 feet north of the Project Site.

The transition of the Project site to a medium density single-family community would put new but nominal demands on school services. As noted previously, the Project would increase the City's population by a negligible 0.1%.

Per California Government Code (CGC), the Project would be subject to the payment of school impact fees (Section 53080, CGC). As authorized under Section 17620(a) of the California Education Code (CEC) and Section 65995(b) of the CGC, local school districts are authorized to impose and collect school "impact fees" for all residential and non-residential development activities that occur within their jurisdiction to off-set the additional costs associated with the new students that result directly from the construction of new homes. Payment of school impact fees constitutes full mitigation for the school impacts associated with new residential development. Consequently, Project impacts relative to new or physically altered school facilities would be less than significant.

iv) Parks?

Less Than Significant Impact. The City of Compton operates 16 parks that provide approximately 56.6 acres of parkland for the community. In addition to the parkland, the Compton Creek bike path provides about five miles of biking and walking paths alongside the Compton Creek. The park closest to the Project site is Enterprise Park, located two blocks west of N. Central Avenue about 800 feet north of the Project site. Enterprise Park is a 10-acre facility operated by the Los Angeles County Parks and Recreation Department, and offers a wide variety of sport and recreational programs.

The General Plan Conservation/Open Space/ Parks and Recreation Element states that public parks in Compton are heavily used, and opportunities for

providing new public open space are limited but might be realized as properties including school sites, vacant lots, and railroad rights-of-way are redeveloped. The General Plan recognizes that private and common usable open space in multifamily courtyards and complexes can lessen the burden on the City's public parks.

With the goal of improving the City's public parks, the General Plan identifies the amount of land required for parkland dedication at 3.0 acres per one thousand population, and recognizes the Quimby Act fees as an offset for parkland dedication. Consistent with the General Plan and Quimby Act, new development in the City is charged Quimby fees directed toward new park and recreational facilities or upgrade existing facilities for use by the residents. The Project would be required by the City to pay Quimby fees in proportion to its number of proposed dwelling units.

In addition, the Project proposes private open space within its develop, including common open space areas and private fenced yards at each of the 29 houses. Consequently, Project impacts relative to new or physically altered park facilities would be reduced to less than significant levels.

e) Other Public Facilities?

Less Than Significant Impact. Other public facilities include library and general municipal services. The Los Angeles County Public Library System provides services to Compton, including the Compton Library, located at 240 West Compton Boulevard, approximately 3 miles southeast of the Project site.

As noted previously, the Project would increase the City population by a negligible 0.1%, and would not anticipated to result in significant adverse impacts on the existing library services and facilities and/or other public services provided by the City. These type of public services are typically funded through user fees, property tax or sales tax revenues to which the future Project residents would contribute. Consequently, Project impacts relative to new or physically altered public facilities would be less than significant.

6.15.2 Cumulative Impacts

The analysis determined that the proposed Project would not result in any significant adverse public services impacts, as increased demand would be offset by payment of school, park and user fees and property and sales tax. The cumulative projects identified in Section 2.9.2 of this Initial Study would be subject to similar fees and taxes. Consequently, the Project would not result in significant adverse cumulative impacts to public services.

6.15.3 Mitigation Measures

The analysis indicated that the implementation of the proposed Project would not result in any significant impacts on public services. As a result, no mitigation is required.

6.17 RECREATION

RECREATION.				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?			X	

6.16.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact. As discussed in Section 6.15 of this Initial Study, new development in the City is charged Quimby fees directed toward new park and recreational facilities or upgrade existing facilities for use by the residents. Payment of Quimby fees would off-set the Project's incremental demand for park facilities. In addition, public park and recreational facilities are also funded through user fees, property tax or sales tax revenues to which the future Project residents would contribute. Consequently, Project impacts relative to substantial physical deterioration of parks or other recreational facilities would be less than significant.

b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less Than Significant Impact. As discussed in Section 2.8 of this Initial Study, the Project would provide both common and private open space or passive recreational areas. Common areas include a pocket park with turf, benches and shade structure. The potential environmental impacts of these open space and passive recreational areas are evaluated within this Initial Study and are not found to have a significant effect on the environment. In addition, the Project would be required to pay the Quimby fees which offset the Project's demand for

parks and recreational facilities. Consequently, Project impacts relative to construction or expansion of recreational facilities which might have an adverse physical effect on the environment would be less than significant.

6.16.2 Cumulative Impacts

The analysis determined that the proposed Project would not result in any significant adverse recreation impacts subject to payment of park fees. The cumulative projects identified in Section 2.9.2 of this Initial Study would be subject to similar park fees. Consequently, the Project would not result in significant adverse cumulative impacts to recreation facilities or services.

6.16.3 Mitigation Measures

The analysis indicated that the implementation of the proposed Project would not result in any significant impacts on recreation. As a result, no mitigation is required.

6.18 TRANSPORTATION

TRANSPORTATION. Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				X
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3,subdivision (b)?				X
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		X		
d) Result in inadequate emergency access?		X		

6.17.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

Data presented in this Transportation section is based on the "134th & Central Residential Development Traffic Impact Study, City of Compton, California", (Traffic Impact Study) prepared by RK Engineering Group Inc., contained as Appendix E to this Initial Study.

a) Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant with Mitigation Incorporated. **Transit Facilities.** Transit service within the City of Compton includes light-rail and bus public transit provided by the Los Angeles County Metropolitan Transportation Authority (Metro) and City of Compton Renaissance Transit System. These transit facilities with connections closest to the Project site include:

- METRO BLUE LINE: This north-south light rail line provides daily regional transit service between downtown Los Angeles on the north and Long Beach on the south. The Artesia Station is located to the east of the Acacia Street/Walnut Street intersection approximately 4 miles southeast of the Project site.

- COMPTON RENAISSANCE TRANSIT SYSTEM: Route 1 provides service on Central Avenue between Compton Boulevard and El Segunda Boulevard, running directly adjacent to the Project site and connecting east to Alameda Street; Route 2 runs south of the Project site, providing service on Alameda Street and Santa Fe Avenue, between Greenleaf Boulevard and Artesia Boulevard, on its route between Compton Boulevard on the north and Central Avenue on the west; Route 5 provides service on Central Avenue between Walnut Street and El Segundo Boulevard, running directly adjacent to the Project site and connecting eastward to Long Beach Avenue.

One bus system that operates in the City of Compton and in the vicinity of the Project site is Metro. Metro is a public transportation agency servicing cities including Compton within the County of Los Angeles. Metro Bus Route 53 has stops within a 100-200 feet of the Project site, at both 134th Street and North Central Avenue and 134th Street and North Parmelee Avenue. The route operates Monday – Friday from approximately 3:50 AM to 11:05 PM at roughly thirty (30) minute intervals going northbound from the California State University (CSU) Dominguez Hills station to the Beaudry and 4th Street station. Metro Bus Route 53 operates southbound from 4:43 AM to 9:36 PM at roughly thirty (30) minute intervals from the Grand and 3rd Station to the CSU Dominguez Hills station.

With existing transit nearby, there will be ample transit available to future Project residents, and the Project would not conflict with circulation or mobility plans related to transit.

Bicycle and Pedestrian Facilities. The General Plan Circulation Element identifies bikeways in the City by type. An existing Class 2 bikeway is located on Central Avenue, adjacent to the Project site. (A Class 2 bikeway is a designated lane, approximately 5-feet wide and adjacent to the curb.) This bike way connects along Alondra Boulevard and Green Leaf Boulevard to another Class 2 bikeway on Santa Fe Avenue and a Class 1 bikeway along Compton Creek. (A Class 1 bikeway is a paved lane completely separated from streets.) The Traffic Impact Study included peak hour bicycle counts along 134th Street in the vicinity of the Project site, and found that bicycle ridership was limited averaging between 0-4 riders.

Existing sidewalks are located along Central Avenue and 134th Street, adjacent to the Project site. The Traffic Impact Study also included peak hour pedestrian counts along 134th Street in the vicinity of the Project site, and found that pedestrian activity was limited averaging between 0-6 walkers. Within the proposed Project site Plan Street "A" and Street "B" would have sidewalks, providing pedestrian connections to each house within the Project.

With existing bikeways and sidewalks nearby and sidewalks and pedestrian areas within the proposed site plan, the Project would not conflict with circulation or mobility plans related to bicycle or pedestrian facilities.

Roadways. To determine the vehicular traffic impacts on local roadways, the City of Compton Circulation Element applies level of service (LOS) thresholds,

which rate traffic congestion on a scale from A to F, based on the volume of traffic to the capacity of the roadway (V/C):

> **A:** Free Flow. Traffic flows at or above the posted speed limit and motorists have complete mobility between lanes. (V/C=0-0.60)
> **B**: Reasonably Free Flow. LOS A speeds are maintained, maneuverability within the traffic stream is slightly restricted. (V/C=0.61-0.70)
> **C**: Stable Flow, at or near free flow. Ability to maneuver through lanes is noticeably restricted and lane changes require more driver awareness. (V/C=0.71-0.80)
> **D**: approaching Unstable Flow. Speeds slightly decrease as traffic volume slightly increase. Freedom to maneuver within the traffic stream is much more limited and driver comfort levels decrease. (V/C=0.81-0.90)
> **E**: Unstable Flow, Operating At Capacity. Flow becomes irregular and speed varies rapidly because there are virtually no usable gaps to maneuver in the traffic stream and speeds rarely reach the posted limit. (V/C=0.91-100)
> **F**: Forced or Breakdown Flow. Every vehicle moves in lockstep with the vehicle in front of it, with frequent slowing required. Travel time cannot be predicted, with generally more demand than capacity. The road is in a constant traffic jam. (V/C>1.00)

In the City of Compton, the traffic flow standard is sent at LOS "D", and the threshold is set at LOS "E".

To determine existing traffic conditions at the Project site, as part of the Traffic Impact Study, vehicular AM and PM peak hour turning movement counts were manually collected at the two closest intersections in October 2020:

1. Central Avenue (NS) / 134th Street (EW)
2. Parmelee Avenue (NS) / 134th Street (EW)

However, due to the COVID-19 pandemic, the collected traffic counts may not reflect typical conditions. In order to validate the counts, the Traffic Impact Study applied adjustment factors to the October 2020 traffic counts. Derivation of the applied adjustment factors began by reviewing available pre-pandemic traffic data observed from May 2016 at the following nearby intersections:

- Central Avenue / 134th Street; and
- Central Avenue (NS) / Sam Littleton Street (EW).

The 2016 counts at these two locations were then adjusted to 2020 conditions by applying an annual growth rate of 2% per year over a four-year period. These adjusted counts where then compared to the October 2020 counts taken during pandemic conditions. Through comparison of the two sets of data, adjustment factors were calculated for converting pandemic traffic volumes into typical (pre-pandemic) conditions traffic volumes. Conservatively, the highest factor derived from the two sample locations were utilized for the adjustment. Table 10 shows the derived adjustment factors.

Table 10: Traffic Count Adjustment Factors

Projected 2020 / Observed 2020 Adjustment Factors - AM Peak Period

Intersections	Northbound	Southbound	Eastbound	Westbound
1. Central Avenue / 132nd Street	**1.723**	1.592	1.341	1.582
2. Central Avenue / Sam Littleton Street	1.651	**1.675**	**2.307**	**1.624**

Projected 2020 / Observed 2020 Adjustment Factors - PM Peak Period

Intersections	Northbound	Southbound	Eastbound	Westbound
1. Central Avenue / 132nd Street	**1.132**	**1.234**	1.212	1.015
2. Central Avenue / Sam Littleton Street	1.092	1.211	**1.331**	**1.166**

Note: Adjustment Factors shown in **Bold** were applied in projecting 2020 existing traffic conditions.

Applying these adjustment factors to the two study intersections, Central Avenue (NS) / 134th Street (EW) and Parmelee Avenue (NS) / 134th Street (EW), the Traffic Impact Study evaluated the following scenarios:

- Existing Conditions
- Existing Plus Project Conditions
- Project Opening Year (2022) With Ambient Growth & Cumulative Projects Without Project Conditions
- Project Opening Year (2022) With Ambient Growth & Cumulative Projects With Project Conditions.

To determine the amount of vehicle trips generated by the Project, the Traffic Impact Study applied estimates provided in the Institute of Traffic Engineers (ITE) 10th Edition Traffic Planning Handbook, which is the accepted national standard for traffic generation estimates. Based on this estimate, the Project is forecast to generate approximately 274 daily trips, including approximately 21 AM peak hour trips and approximately 29 PM peak hour trips. The Traffic Impact Study applied the Project trips to existing conditions at the two study intersections.

As shown in Table 11, under existing conditions, Central Avenue / 134th Street operates at a deficient LOS F during both AM and PM peak hours. Adding the Project to existing conditions, the intersection traffic levels at Central Avenue / 134th Street increase by 4.8 during the AM peak hour, and by 1996.8 seconds during the PM peak hour. Parmelee Avenue / 134th Street operates at an acceptable LOS A during both AM and PM peak hours.

Table 11: Existing Plus Project Traffic Level Conditions

Intersection	Existing Conditions				Existing Plus Project Conditions				Change in V/C	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	V/C[3] Ratio	LOS	V/C[3] Ratio	LOS	V/C[3] Ratio	LOS	V/C[3] Ratio	LOS	AM	PM
Central Avenue (NS) / 134th Street (EW)	**163.7**	F	3706.0	F	**168.5**	**F**	**5703.3**	**F**	4.8	1996.8
Parmelee Avenue (NS) / 134th Street (EW)	9.1	A	9.4	A	9.1	A	9.5	A	0.0	0.1

The Traffic Impact Study also assessed year 2022 conditions by adding an ambient growth rate of 2% to existing traffic levels, and then compared the 2022 ambient growth conditions with cumulative projects to a plus Project condition. As shown in Table 12, the intersection traffic levels at Central Avenue / 134th Street continues to operate at a deficient LOS F during both AM and PM peak hours. Adding the Project, the intersection traffic levels at Central Avenue / 134th Street increase by 19.1 during the AM peak hour, and show no change during the PM peak hour. At Parmelee Avenue / 134th Street, LOS would change to B during the AM hour and would remain LOS A during the PM peak hour, with or without the Project.

Table 12: Existing Plus Ambient Growth (2022) & Cumulative Projects Without Project and With Project

Intersection	Existing Conditions Plus Ambient Growth & Cumulative				Existing Plus Ambient Growth & Cumulative Plus Project Conditions				Change in V/C		Significant Impact?
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour				
	V/C[3] Ratio	LOS	V/C[3] Ratio	LOS	V/C[3] Ratio	LOS	V/C[3] Ratio	LOS	AM	PM	
Central Avenue (NS) / 134th Street (EW)	**453.2**	F	**7342.5**	F	**472.3**	F	**7342.5**	F	19.1	0.0	YES
With Mitigation (Traffic Signal)					0.557	A	0.765	C	-208.3	-7661	No
Parmelee Avenue (NS) / 134th Street (EW)	10.1	B	9.8	A	10.1	B	9.8	A	0.0	0.0	No

The Traffic Impact Study evaluated the addition of a traffic signal on Central Avenue / 134th Street and found that with inclusion a signal, traffic flows would improve to LOS A during AM peak hour and LOC C during the PM peak hour. This improvement is demonstrated in Table 12.

To determine the Project's fair share contribution to the traffic signal, the Traffic Impact Study provides a calculation of the Project's contribution to traffic volumes under Existing Plus Ambient Growth (2022) & Cumulative Projects Without Project

and With Project conditions. Based on this calculation, the Traffic Impact Study determines that the Project's contribution would be less than one percent and recommends that the Project be required to pay its fair share toward the signal as mitigation. Requirement for the fair share payment is added to the Project as Mitigation Measure TR-1, and consequently, Project traffic impacts with existing plus ambient growth and cumulative projects would be less than significant.

Consequently, the Project impacts relative to conflicts with applicable plans or policies relative to circulation or mobility would be less than significant.

b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Less Than Significant. In response to Senate Bill (SB) 743, the California Natural Resource Agency certified and adopted new CEQA Guidelines in December 2018 which now identify Vehicle Miles Traveled (VMT) as the most appropriate metric to evaluate a project's transportation impact under CEQA (§ 15064.3).

Effective July 1, 2020, the previous CEQA metric of level of service (LOS), typically measured in terms of automobile delay, roadway capacity and congestion, generally will no longer constitute a significant environmental impact.

The City of Compton is still in the process of adopting criteria for evaluating VMT impacts under CEQA; including the preferred analysis methodology and thresholds of significance. Per Section 15064.3 (b)(3) of the CEQA Guidelines, a qualitative analysis is allowable if existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered.

The Traffic Impact Study applied a VMT analysis methodology and significance criteria based on the requirements described in Section 21099 of the Public Resources Code and the California Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR Advisory). The criteria for determining the significance of transportation impacts is based on the following: Reducing greenhouse gas emissions.

Reducing Greenhouse Gas Emissions: Greenhouse gas (GHG) emissions have been quantified and analyzed in the Air Quality Impact Study contained in Appendix D of this Initial Study. The GHG analysis found that the Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. The mobile source GHG emissions generated by Project VMT were quantified in the GHG Analysis, and it was shown that the project would generate approximately 466.75 metric tons of carbon dioxide equivalent (CO2e) annually from VMT. The mobile source GHG emissions are 84% below the applicable threshold of significance for GHG. Thus indicating that the Project's contribution to VMT, which is directly correlated to GHG emissions, would not lead to a significant impact under CEQA.

Furthermore, the GHG analysis found that the Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. Therefore, based on the GHG emissions analysis,

Project VMT would not contribute to a significant impact to GHG. Based on the qualitative review presented in the Traffic Impact Study, the Project's impact to VMT is considered less than significant.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant with Mitigation Incorporated. Although the Project would result in less than significant impact traffic levels on City streets, the Traffic Impact Study recommended the following measures to improve Project vehicular ingress and egress:

- Install stop signs, stop bars and stop legends at all project access driveways.
- Adequate sight distance should be provided and maintained at all project access driveways per City of Compton standards.
- The sight distance triangle or limited use area shall be used for the purpose of prohibiting or clearing obstructions to maintain adequate sight distance at intersections. (Reference Figure 17. Sight Distance Triangle / Limited Use Area.)
- The sight distance triangle or limited use area to be kept clear of all obstructions over 30 inches high, including vegetation.
- No trees, walls, or any obstructions shall be allowed in the sight distance triangle or limited use area.

These measures are incorporated as Mitigation Measure TR-2. With inclusion of this mitigation, the Project would not substantially increase hazards due to a design feature.

d) Result in inadequate emergency access?

No Impact. Access to the Project would be from 134th Street to a gated private Street "A", which would have a 26-foot paved width, two lanes of travel and a sidewalk on its east side. Street "A" would connect at a T-intersection to private Street "B", which would have a 26-foot width, two lanes of travel and sidewalks on the south side. The private streets would connect to a series of interior driveways, each with a 20-foot paved width. An emergency access to Central Avenue would be located at the western boundary of the Project; this emergency access would be 20 feet wide and approximately 80 feet long, gated, and have a turf-block surface. Consequently, the Project would provide two points of access and would not result in inadequate emergency access.

Figure 17. Sight Distance Triangle / Limited Use Area.

6.17.3 CUMULATIVE IMPACTS

As discussed above, with the inclusion of a fair share contribution to a traffic signal at Central Avenue / 134th Street, cumulative impacts associated with Project traffic would be less than significant. Consequently, no significant adverse cumulative transportation or traffic impacts would result from the Project.

6.17.4 MITIGATION MEASURES

The following mitigation measures are required to ensure internal circulation, project entry and roadway circulation system continue to operate in an efficient, effective, and safe manner.

Mitigation Measure TR-1: **Traffic Signal.**

Timing: Prior to Issuance of a Grading Permit for Construction of a Residential Unit.

Department Responsible: Public Works.

Prior to issuance of building permits, the Applicant shall contribute its fair share payment to the traffic signal at Central Avenue / 134th Street. The fair share payment shall be in the amount calculated by the Traffic Impact Study and Public Works Department.

Mitigation Measure TR-2: **Site Access.**

Timing: Prior to Issuance of Certificate of Occupancy.

Department Responsible: Community Development / Public Works.

Prior to issuance of a certificate of occupancy, the Applicant shall demonstrate that the following measures have been completed to the City's satisfaction:

- Install stop signs, stop bars and stop legends at all project access driveways.

- Adequate sight distance should be provided and maintained at all project access driveways per County of Los Angeles standards.

- The sight distance triangle or limited use area, shown in Figure 17, shall be used for the purpose of prohibiting or clearing obstructions to maintain adequate sight distance at intersections.

- The sight distance triangle or limited use area to be kept clear of all obstructions over 30 inches high, including vegetation.

- No trees, walls, or any obstructions shall be allowed in the sight distance triangle or limited use area.

6.19 TRIBAL CULTURAL RESOURCES

TRIBAL CULTURAL RESOURCES.				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or		X		
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

6.18.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

a) Would the Project cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

(1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).

Less Than Significant Impact with Mitigation Incorporated. As discussed in Section 6.5.b of this Initial Study, a records search by the SCCIC was conducted and the results found that no archaeological studies have been conducted in the Project area and as a result, no archaeological resources have been identified.(Reference Appendix F.) SCCIC notes that buried resources could potentially be unearthed during Project grading activities, and therefore, customary caution and a halt-work condition should be in place for all ground-disturbing activities. In the event that any evidence of cultural resources is discovered, all work within the vicinity of the find should stop until a qualified archaeological consultant can assess the find and make recommendations. Mitigation Measure CUL-1, is added to the Project to incorporate SCCIC's recommendations and protect potential archaeological resources.

A Sacred Lands File (SLF) check of the Project area was conducted by NAHC. (Reference Appendix A.) The NAHC check searched records from the Information Center of the California Historical Resources Information System (CHRIS) and available archaeological inventories. The results of the SLF check was negative. Nevertheless, the NAHC advised consultation with the following tribes: Gabrieleno Band of Mission Indians - Kizh Nation; Gabrieleno/Tongva San Gabriel Band of Mission Indians; Gabrielino /Tongva Nation; Gabrielino Tongva Indians of California Tribal Council; Gabrielino-Tongva Tribe; Soboba Band of Luiseno Indians.

On July 13, 2020, letters were sent to representatives of each of the NAHC listed tribes inviting each to request formal consultation. (Reference Appendix B). As described in the July 13, 2020 correspondence, under AB 52 each tribe had 30 days and under SB 18 each tribe had 90 days from the date of receipt of the July 13, 2020 notice to advise of their interest in consultation. Both the 30-day and 90-day deadlines have passed, and the City did not received a request for consultation from any of the notified tribes.

To continue to account for the possibility that tribal resources could be identified on the Project site, Mitigation Measure TCR-1, below, is added to the Project establishing procedures should tribal resources be uncovered during Project grading activities. With inclusion of this measure and CUL-1, potential impacts relative to historical archaeological resources would be reduced to less than significant levels.

(2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact with Mitigation Incorporated. California Public Resources Code § 21080.3.1 and Assembly Bill (AB) 52 established a process to assess tribal cultural resources through consultation with the Native American tribal representatives. As discussed above, pursuant to these requirements, letters from the City of Compton were sent to five tribes requesting consultation. The Gabrieleño Band of Mission Indians/Kizh Nation requested and then cancelled consultation finding no concerns with the Project location. However, to continue to account for the possibility that tribal resources could be identified on the Project site, Mitigation Measure TCR-1, below, is added to the Project establishing procedures should tribal resources be uncovered during Project grading activities. In addition, Mitigation Measure CUL-2 (Section 6.5.3) addresses the potential for discovery of human remains if determined to be prehistoric, requiring notification of the NAHC and determination and notification most likely descendant (MLD). Consequently with inclusion of Mitigation Measures CUL-2 and TCR-1, potential impacts to tribal resources would be reduced to less than significant levels.

6.18.2 Cumulative Impacts

Mitigation Measure TRC-1 is added to the Project to protect potential tribal resources that could be found on site during excavation activities. Further Mitigation Measures CUL-1 and CUL-2 presented in Section 6.5.3 of this Initial Study would reduce potential impacts to potential tribal remains. By reducing on site impacts to less than significant levels. Similarly, through these mitigations and the tribal consultation process required from each cumulative project, cumulative impacts relative to tribal resources would also be reduced to less than significant levels.

6.18.3 Mitigation Measures

The following measure will be required to mitigate potential Project impacts related to tribal resources to less than significant levels:

Mitigation Measure TRC-1: **Native American Monitoring.**
Timing: Prior to Issuance of Grading Permits.
Department Responsible: Community Development.

If potential Native American resources are uncovered during grading, the applicant shall be required to halt work within 50 feet of the find, inform the Director of Community Development or his/her designee immediately and retain a qualified professional archaeologist and an experienced and certified Native American monitor of Gabrieleño heritage to examine the material to determine whether it is a "unique cultural resource" as defined in Section 21083.2 (g) of the State CEQA Statues. If this determination is positive, the scientifically consequential information shall be fully recovered by the archaeologist and Native American monitor. Work may continue outside the area of the find. However, no further work shall occur in theimmediate location of the find until all information recovery has been completed and a report concerning same filed with the County, a designated repository as appropriate and made available to interested representatives of Native American tribes that are traditionally and culturally affiliated with the Project area.

6.20 UTILITIES AND SERVICE SYSTEMS

UTILITIES AND SERVICE SYSTEMS. Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				X
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

6.19.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

a) Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

No Impact. The Project is an infill development that would connect to existing utility connections currently available to the site. As discussed in Section 6.10 of

this Initial Study, the quality of the wastewater that would be generated by the residential Project is not anticipated to include any materials that would cause the wastewater treatment plant that would serve the project to exceed the wastewater treatment requirements established by the Los Angeles Regional Water Quality Control Board. Consequently, the Project would not require or result in the relocation of new or expanded utilities.

b) Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. Water supply to the Project site is provided by the City of Compton Water Utility District (CWUD), which obtains its water from groundwater pumped via local municipal wells in the adjudicated Central Groundwater Basin (Central Basin), and from imported surface water contracted by the City through the MWD. The CWUD delivers water services to more than 15,000 service connections through approximately 156 miles of water mains. The distribution system consists of a pipeline system, five water tanks with a total storage capacity of 12.75 million gallons, one pressure zone, and nine ground water wells.

The Central Basin from which the City extracts groundwater is one of five adjudicated groundwater sub-basins in the Los Angeles Basin. As an adjudicated groundwater basin, the courts have assigned specific water rights to water users within the Central Basin via an Adjudication Judgement, which likewise compels the cooperation of groundwater users who might otherwise refuse to limit their pumping. The Central Basin receives additional replenishment from the San Gabriel and Rio Hondo Spreading Basins, which receive a blend of imported water and recycled water.

Developing the Project site with 29 houses at a medium density would increase City population by a negligible 0.1%. This increase is nominal and the development and future residents will be required to pay water impact fees and water use fees to off-set the Project's incremental demand for water. The Project would connect to the existing water line on 134th Street, and would be required by the CBC to install low flow water fixtures that conserve water. Consequently, potential adverse impacts relative to water supplies would be less than significant.

c) Would the Project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. Wastewater collection and treatment in the City is provided by the Los Angeles County Sanitation District (LACSD). As a public agency created under State law to manage wastewater and solid waste on a regional scale, LACSD consists of 24 independent special districts across the County of Los Angeles. Compton is located primarily in LACSD Districts No. 1 and No. 8, with small portions of the eastern and southeastern parts of the City in Districts No. 2 and No. 3.

Wastewater is collected in Compton via an existing 143 mile long system of sewer lines maintained by the City Department of Public Works and Municipal Utilities' Street Maintenance Division. Wastewater collected from the City is conveyed to the LACSD's Joint Water Pollution Control Plant (JWPCP), located at 24501 S Figueroa Street in the City of Carson. The JWPCP provides both primary and secondary treatment for approximately 260 million gallons of wastewater per day (MGD) and has a total permitted capacity of 400 MGD. Treated effluent is then discharged from JWPCP through an ocean outfall. [13]

As discussed above, Project is an infill development that would connect to existing utility connections currently available to the site. Developing the Project site with 29 houses at a medium density would increase City population by a negligible 0.1%. This increase is nominal and the development and future residents will be required to pay wastewater impact fees and use fees to off-set the Project's incremental demand for wastewater facilities. The Project would connect to the existing wastewater line on 134th Street, and would be required by the CBC to install low flow fixtures that conserve water. Consequently, potential adverse impacts relative to wastewater treatment capacity would be less than significant.

d) Would the Project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. Solid waste services in the City are provided through a contract with Republic Services. Solid waste and recycle loads are taken to Republic's Compton Transfer Station for processing. From the transfer station, waste loads are loaded into transfer trailers and hauled to and disposed of at Sunshine Canyon Landfill in Sylmar.[14] Other disposal facilities include the Southeast Resource Recovery Facility in Long Beach for recycling, and the El Sobrante Landfill in Corona and Puente Hills Landfill in Industry.

Developing the Project site with 29 houses at a medium density would increase City population by a negligible 0.1%. This increase is nominal and the development and future residents will be required to pay solid waste collection fees to off-set the Project's incremental demand for solid waste services and facilities. Consequently, the Project impacts relative to solid waste generation and capacity and solid waste reduction goals would be less than significant.

e) Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

**

[13] Compton Artesia Specific Plan Draft Environmental Impact Report, October 2019.

[14] Waste Evaluation and Enforcement Branch Staff Report. Summary of the City of Compton's Compliance Review and Consideration of the Issuance Compliance Order CO 018-002"; accessed July 31, 2020.

Less Than Significant Impact. Recycling services are part of the City's solid waste program. Typical services include collection of recyclables such as glass, metals and plastic. The City also provides contact information for e-waste and household hazardous waste. Future Project residents would be required to participate in recycling as part of the refuse collection program. Although the Project would increase City population by 0.1%, this increase is nominal and future residents would be required to pay refuse collection fees to off-set the Project's incremental demand for wastewater services. Consequently, Project impacts relative to compliance with solid waste regulations would be less than significant.

6.19.2 Cumulative Impacts

The analysis determined that the proposed Project would not result in any significant adverse utilities and service systems impacts, as increased demand would be offset by payment of applicable impact fees and user fee. The cumulative projects identified in Section 2.9.2 of this Initial Study would be subject to similar analysis, and applicable impact and user fees. Consequently, the Project would not result in significant adverse cumulative impacts to utilities and service systems.

6.19.3 Mitigation Measures

The analysis indicated that the implementation of the proposed Project would not result in any significant impacts related to utilities and service systems. As a result, no mitigation is required.

6.21 WILDFIRE

WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?		X		
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

6.20.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

a) Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact with Mitigation Incorporated. The City of Compton is nearly entirely built out, and is near completely urbanized. The General Plan Public Safety does not identify a potential for wildfires in the City but does address the potential for stationary fires. Service by the Compton Fire Department and adequate water supply and flow are discussed by the General Plan as local tools to address potential fires.

As discussed in Section 6.9.f of this Initial Study, access to the Project would be from 134th Street to a private Street "A", which would have a 26-foot paved width, two lanes of travel and a sidewalk on its east side. Street "A" would connect at a T-intersection to private Street "B", which would have a 26-foot width, two

lanes of travel and sidewalks on the south side. The private streets would connect to a series of interior driveways, each with a 20-foot paved width. The gates at the entrances would be fitted with an Opticom or similar system to allow for emergency vehicles to quickly access the site. (Reference Figure 3, Concept Project Site Plan.) The private street and alleys within the Project site are of adequate width to comply with Compton Fire Department standards, and would not interfere with emergency response or evacuation.

Construction activities associated with the Project development could temporarily impact street traffic adjacent to the site. Mitigation measure HAZ-2 is added to require a construction traffic plan. Consequently, with implementation of Mitigation Measure HAZ-2, the Project would not substantially impair an adopted emergency response or evacuation plan.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. Compton is relatively flat and urbanized. The General Plan Public Safety does not identify a potential for wildfires in the City. The Project would redevelop the site with new residential development built to current CBC and Fire Code standards. Consequently, the Project would not exacerbate wildfire risks.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. As discussed above, Compton is relatively flat and urbanized. The General Plan Public Safety does not identify a potential for wildfires in the City. The Project would redevelop the site with new residential development built to current CBC and Fire Code standards. The Project would be located on an infill site surrounded by urban development. Consequently, the Project would not require installation or maintenance of roads, fuel breaks, emergency water sources, power lines or other utilities that could exacerbate fire risk.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. As discussed above, Compton is relatively flat and urbanized. The General Plan Public Safety does not identify a potential for wildfires in the City. The Project would redevelop the site with new residential development built to current CBC and Fire Code standards. The Project would be located on an infill site surrounded by urban development. process grading plan review and permit issuance. In addition, Project construction must comply with the requirements of the approved geotechnical report. Consequently, the Project is not expected to expose people or structures to significant risks related to flooding or landslides.

6.20.2 Cumulative Impacts

The analysis determined that the proposed Project would not result in any significant adverse impacts relative to wildfire. Neither the Project or cumulative projects listed in Section 2.9.2. of this Initial Study are within a designated wildfire area. Consequently, the Project would not result in significant adverse cumulative impacts related to wildfire risks.

6.20.3 Mitigation Measures

The analysis indicated that the implementation of the proposed Project would not result in any significant impacts related to wildfire. As a result, no mitigation is required.

6.22 MANDATORY FINDINGS OF SIGNIFICANCE

MANDATORY FINDINGS OF SIGNIFICANCE.				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or an endangered threatened species, or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the Project have impacts that are individually limited, but cumulatively considerable? ('Cumulatively considerable' means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X		
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant with Mitigation Incorporated. The Project would not have substantial impacts on special status species, stream habitat, and wildlife dispersal and migration. Furthermore, the Project would not affect the local, regional, or national populations or ranges of any plant or animal species and

would not threaten any plant communities. There is potential for inadvertent finds of archaeological and Native American archeological resources during project grading. Potential impacts to Native American resources would be mitigated by Mitigation Measures CUL-1, CUL-2 and TRC-1. With implementation of these mitigation measures, the Project's Mandatory Finding of Significance relative to degrading the quality of the environment would be less significant.

b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant with Mitigation Incorporated. The Project would result in potential significant impacts relative to air quality, cultural resources, hazards and hazardous materials, and emergency access. Mitigation measures are added to the Project to reduce these impacts to less than significant levels. Consequently, with these mitigation measures added, cumulative impacts relative to these environmental areas would also be less than significant. Consequently, the Project's Mandatory Finding of Significance relative to contribution to cumulative impacts would be less than significant with mitigation incorporated.

c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant with Mitigation Incorporated. The Project could result in potential significant impacts relative to air quality, hazards and hazardous materials, including emergency access, noise and traffic and transportation. Mitigation measures AQ-1, AQ-2, HAZ-1, HAZ-2, NOI-1, NOI-2, NOI-3, NOI-4, NOI-5, TR-1 and TR-2 are added to the Project to reduce these impacts to less than significant levels. Consequently, the Project's Mandatory Finding of Significance relative to a substantial adverse effect on human beings would be less than significant with mitigation incorporated.

SECTION 7.0 – LIST OF PREPARERS

7.1 PREPARATION – ENVIRONMENTAL DOCUMENT

- Joann Lombardo, Comprehensive Planning Services

7.2 PREPARATION - AIR QUALITY / GHG ANALYSIS

- Bryan Estrada, AICP, RK Engineering Group, Inc.
- Darshan Shivaiah, M.S., RK Engineering Group, Inc.

7.3 PREPARATION - TRAFFIC ANALYSIS

- Mohammad "Alex" Tabrizi, P.E., T.E., RK Engineering Group, Inc.
- Elias Bandek, E.I.T., RK Engineering Group, Inc.
- Michael Torres, E.I.T., RK Engineering Group, Inc.

7.4 PREPARATION - NOISE ANALYSIS

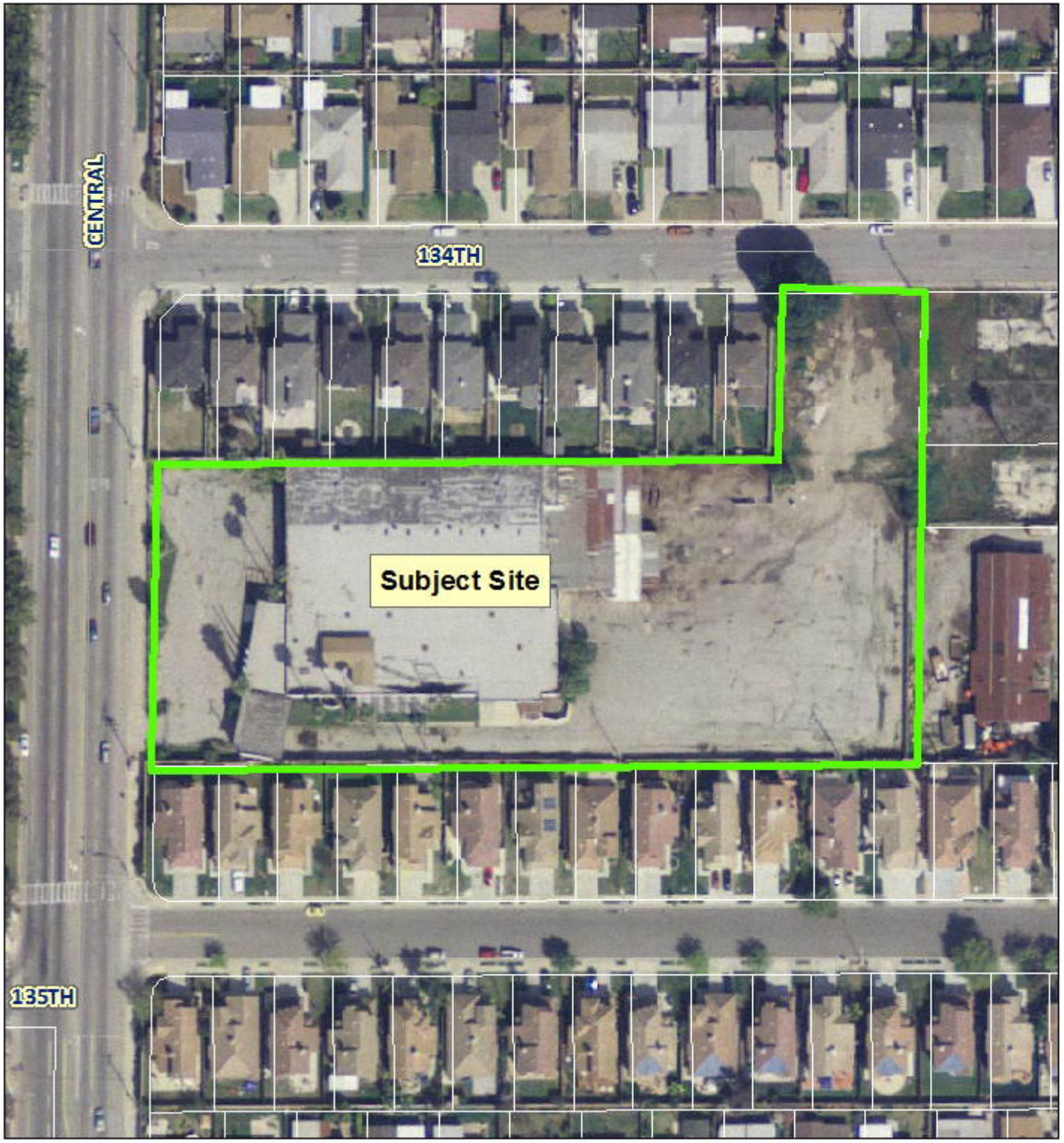
- Bryan Estrada, AICP, RK Engineering Group, Inc.
- Darshan Shivaiah, M.S., RK Engineering Group, Inc.

SECTION 8.0 – LIST OF ACRONYMS AND ABBREVIATIONS

The following lists acronyms and technical abbreviations that appear in this document by alphabetical order:

- AB – Assembly Bill
- ADT – Average Daily Trips
- AQMP - Air Quality Management Plan
- $C0_{2e}$ – Carbon Dioxide Equivalents
- CAL REG - California Register of Historical Resources
- CARB - California Air Resources Board
- CBC – California Building Codes
- CCR - California Code of Regulations
- CEQA - California Environmental Quality Act (CEQA)
- CFCs – Chlorofluorocarbons
- CGC - California Government Code
- CH4 – Methane
- CO - Carbon Monoxide
- CO2 – Carbon Dioxide
- CVC - California Vehicle Code
- CWUD - Compton Water Utility District
- dB – Decibels
- dBA – Average (A-weighted) Decibels
- DPM - Diesel Particulate Matter
- EIR - Environmental Impact Report
- FEMA - Federal Emergency Management Agency
- GHG - Greenhouse Gas Emissions
- H20 – Water
- HFCs – Hydrofluorocarbons
- ITE - Institute of Traffic Engineers
- JWPCP - Joint Water Pollution Control Plant
- LACSD - Sanitation Districts of Los Angeles County
- lbs – Pounds
- Ldn – Quiet Time Noise Measurement
- LEQ – Noise Energy Level Measurement
- LID - Preliminary Low Impact Development
- LOS – Level of Service
- LST – Localized Significance Threshold
- MBTA - Migratory Bird Treaty Act
- mgd – Millions of gallons per day
- MLD - Most Likely Descendant
- MSL – Mean Sea Level
- Mtons – Metric Tons
- MWD - Metropolitan Water District of Southern California
- NAHC - Native American Heritage Commission
- NOx - Nitrogen Oxide
- NPDES - National Pollution Discharge Elimination System
- PFCs – Perfluorocarbons

- PM-10 - Respirable 10-Micron Diameter Particulate Matter
- PM-2.5 - Respirable 2.5-Micron Diameter Particulate Matter
- REC - Recognized Environmental Condition
- RMS – Root Mean Square Vibration Velocity
- ROG - Reactive Organic Gases
- RTP/SCS - Regional Transportation Plan/Sustainable Communities Strategy
- SB – Senate Bill
- SCAB - South Coast Air Basin
- SCAG - Southern California Association of Governments
- SCAQMD – South Coast Air Quality Management District
- SCCIC - South Central Coastal Information Center
- SCS - Sustainable Communities Strategy
- SF6 - Sulfur Hexafluoride
- SLF - Sacred Lands File
- Sox - Oxides of Sulfur
- STC – Sound Transmission Class
- SWPPP - Storm Water Pollution Prevention Plan
- TAC - Toxic Air Contaminants
- tpd – Tons per Day
- TTM - Tentative Tract Map
- V/C – Volume to Capacity
- VdB – Vibration Decibels
- VMT – Vehicle Miles Traveled
- WQMP - Water Quality Management Plan



CITY OF COMPTON

AERIAL MAP

General Plan Amendment Case No. 2021-0002
Change of Zone Case No. 2020-0002
Zoning Text Amendment Case No. 21-0001
Tentative Tract Map No. 83170
Mitigated Negative Declaration No. 948
1950 N. Central Ave.

Legend

City Limits

parcels

N

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CITY OF COMPTON

EXISTING GENERAL PLAN MAP

General Plan Amendment Case No. 2021-0002
Change of Zone Case No. 2020-0002
Zoning Text Amendment Case No. 21-0001
Tentative Tract Map No. 83170
Mitigated Negative Declaration No. 948
1950 N. Central Ave.

Legend

- City Limits
- parcels
- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- General Commercial (GC)
- Mixed Use (MU)
- Specific Plan (SP)
- Industrial (I)
- Open Space/Parks (O)
- Public/Quasi-Public (P)
- Transportation

N

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COMPTON (134TH & CENTRAL)

COMPTON, CA

#19012
11/10/2020

THE OLSON COMPANY
SINCE 1988

Kevin L. Crook
Architect
Inc
PLANNING + ARCHITECTURE

A-1	ARCHITECTURAL SITE PLAN
A-2	PLAN 1 - FLOOR PLANS
A-3	PLAN 1 - SPANISH COLONIAL "A" - ELEVATIONS
A-4	PLAN 1 - SPANISH COLONIAL "A" - ENHANCED ELEVATIONS
A-5	PLAN 1 - SANTA BARBARA "C" - ELEVATIONS
A-6	PLAN 1 - SANTA BARBARA "C" - ENHANCED ELEVATIONS
A-7	PLAN 1 - ROOF PLANS
A-8	PLAN 2 - FLOOR PLANS
A-9	PLAN 2 - SPANISH COLONIAL "A" - ELEVATIONS
A-10	PLAN 2 - SPANISH COLONIAL "A" - ENHANCED ELEVATIONS
A-11	PLAN 2 - SANTA BARBARA "C" - ELEVATIONS
A-12	PLAN 2 - SANTA BARBARA "C" - ENHANCED ELEVATIONS
A-13	PLAN 2 - ROOF PLANS
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L-1	SCHEMATIC PLANTING PLAN
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L-3	SCHEMATIC OPEN SPACE/PARK - ENLARGEMENT PLAN
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L-6	SCHEMATIC WALL AND FENCE PLAN
L-7	SCHEMATIC LIGHTING PLAN
L-8	SCHEMATIC TRASH EXHIBIT & HAULER CIRCULATION PLAN
L-9	SCHEMATIC OPEN SPACE EXHIBIT
SP-1	SITE PLAN
SP-2	CIVIL SITE PLAN
SP-3	TENTATIVE TRACT MAP
ES-1	ELECTRICAL SITE PLAN
ES-2	PHOTOMETRIC SITE PLAN
ES-3	LIGHT FIXTURE CUT-SHEETS

DEVELOPER:
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IRVINE, CA 92614

CONTACT: JEFF ADDISON
BUSINESS: (949) 660-1587
KLCARCH.COM

Property Address
1950 North Central Avenue Compton, CA 90222

Legal Description
Tract NO: 83170
APN: 6145-003-902

Building Code Summary
Occupancy:	R-3 / U
Construction Type	Type V-B
Fire Sprinklers:	NFPA 13D - C.R.C. Section 313
Building Typle:	On Grade
Number of Stories:	2

Zoning
Current Zoning:	Low Density
Proposed Zoning:	Medium Density with planned Condo Overlay

Site Summary
Site Area:	3.028 AC (131,898 S.F.)
Dwelling Units:	29 DU
Density:	9.58 DU/AC
Lot Building Coverage:	35,681 S.F. (27%)
Building Gross S.F:	66,383 S.F.

Setbacks
Front:	12'-0" Min.
Rear:	10'-0" Min.
Sides:	3'-6" Min.

Building Height
Allowed:	35'
Proposed:	23'-6.5"

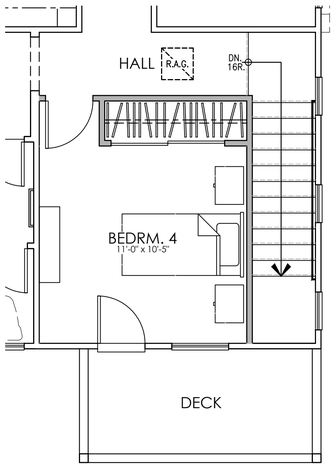
Plan Summary
PLAN	#	S.F.	Beds	%
1	14	1,680	3-4	48%
2	15	1,797	3-4	52%
Total	29			100%

Parking Summary
Required:	2.25 x 29 = 66
Provided:	58 Covered 59 Un-Covered
Total:	117 Spaces (4:1)

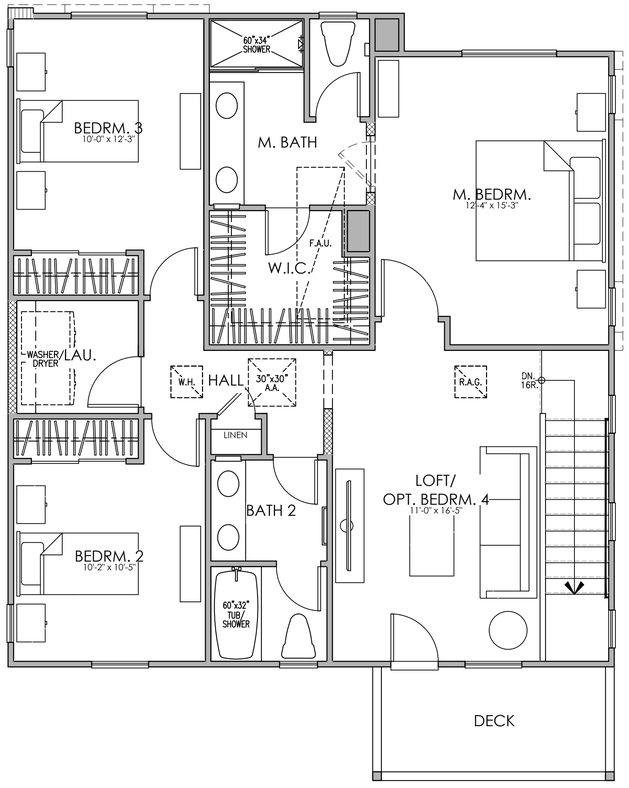
Open Space
PrivateYard - Homeownerowner Maintained:	21,565 S.F.
Common - HOA Maintained:	31,502 S.F.

- A/C Condenser
- Enhanced Elevation Location

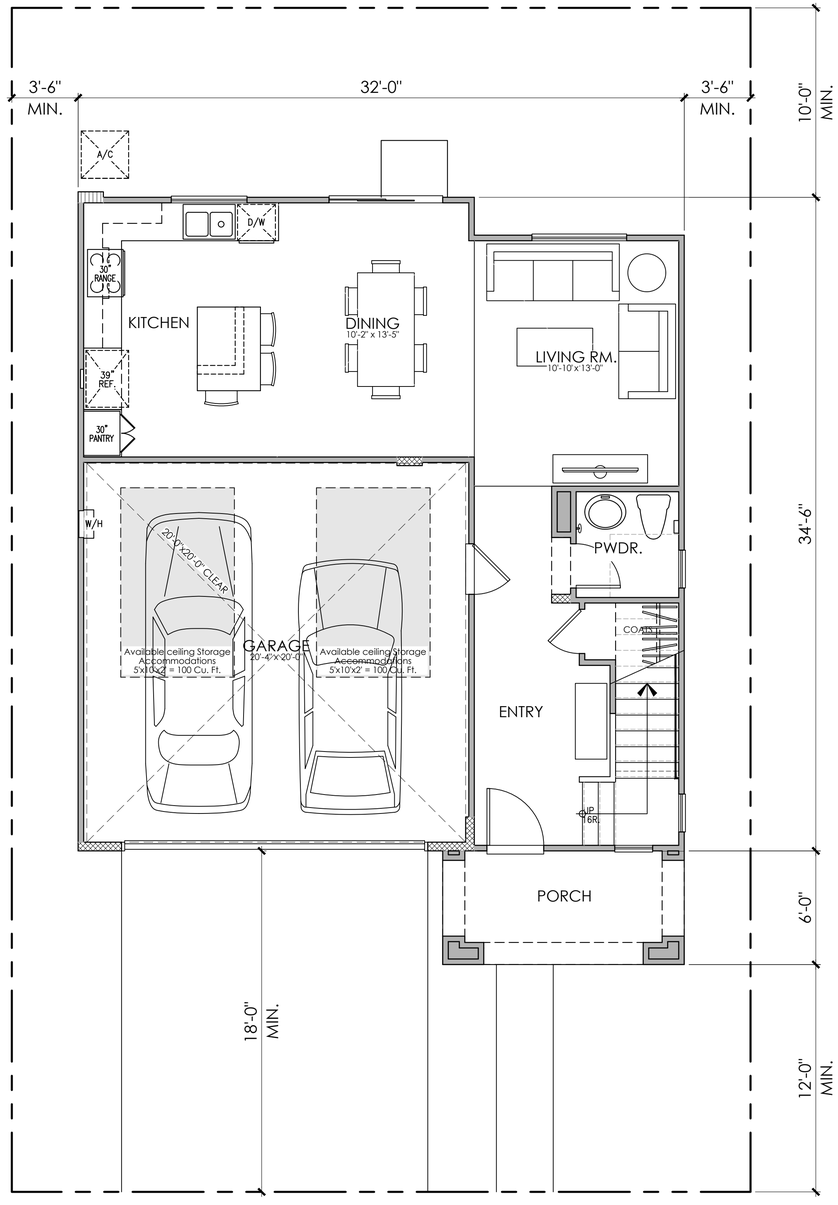
ARCHITECTURAL SITE PLAN



OPT. BEDROOM 4



SECOND FLOOR PLAN



FIRST FLOOR PLAN

PLAN 1
AREA TABULATION

CONDITIONED SPACE		
FIRST FLOOR AREA	659	SQ. FT.
SECOND FLOOR AREA	1,021	SQ. FT.
TOTAL DWELLING	1,680	SQ. FT.
UNCONDITIONED SPACE		
GARAGE	423	SQ. FT.
PORCH	77	SQ. FT.
DECK	77	SQ. FT.
TOTAL	2,257	SQ. FT.

PLAN 1
3 BEDROOM, 2.5 BATH, LOFT / OPT. BEDROOM 4

0 2 4 8 12

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COMPTON (134TH & CENTRAL)
COMPTON, CA
11/10/2020

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#19012

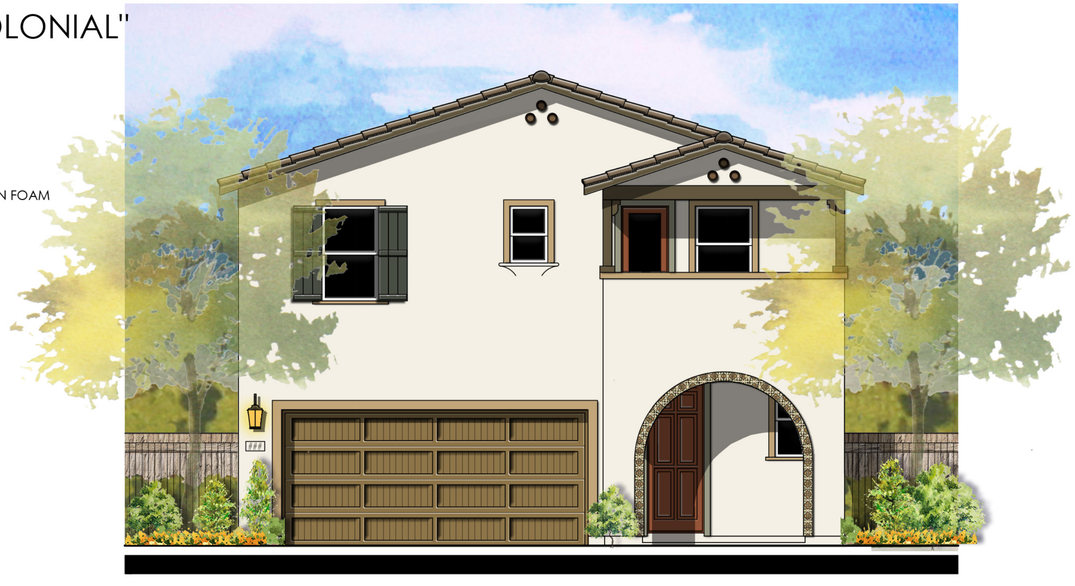
RIGHT ELEVATION

REAR ELEVATION

LEFT ELEVATION

"A" "SPANISH COLONIAL"

ROOF:	CONCRETE 'S' TILE
FASCIA:	WOOD
RAKES:	RAKE TILES
GABLE:	"CLAY PIPES"
WALL:	STUCCO
TRIM:	STUCCO OVER FOAM
WINDOWS:	VINYL
SHUTTER:	PLANK
TILE:	DECORATIVE CERAMIC
POTSHELF:	DECORATIVE WOOD GRAIN FOAM



FRONT ELEVATION

COLOR SCHEME 1

PLAN 1

SPANISH COLONIAL "A"

0 2 4 8 12

ENHANCED RIGHT ELEVATION

ENHANCED REAR ELEVATION

"A" "SPANISH COLONIAL"

ROOF:	CONCRETE 'S' TILE
FASCIA:	WOOD
RAKES:	RAKE TILES
GABLE:	"CLAY PIPES"
WALL:	STUCCO
TRIM:	STUCCO OVER FOAM
WINDOWS:	VINYL
SHUTTER:	PLANK
TILE:	DECORATIVE CERAMIC
POTSHELF:	DECORATIVE WOOD GRAIN FOAM

COLOR SCHEME 1

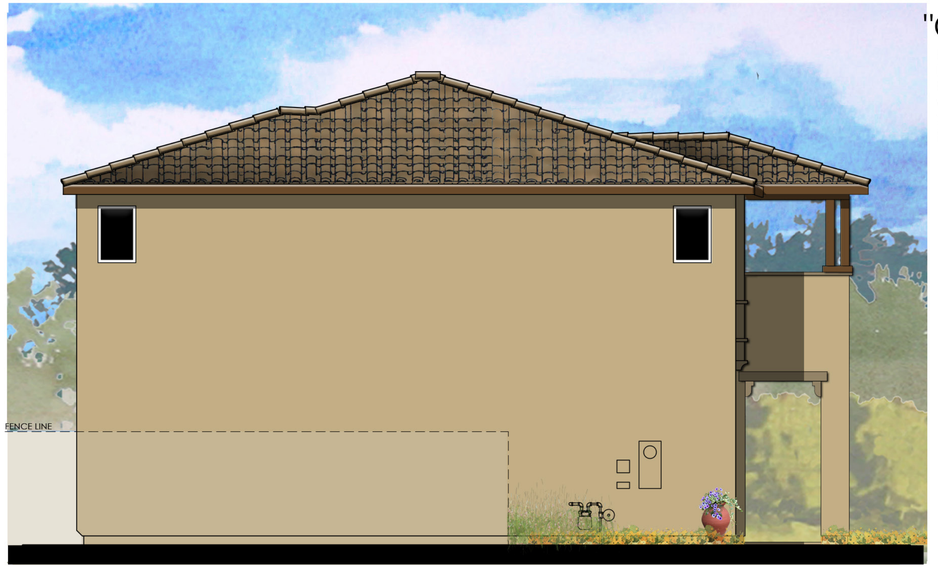
PLAN 1

SPANISH COLONIAL "A"

0 2 4 8 12

RIGHT ELEVATION

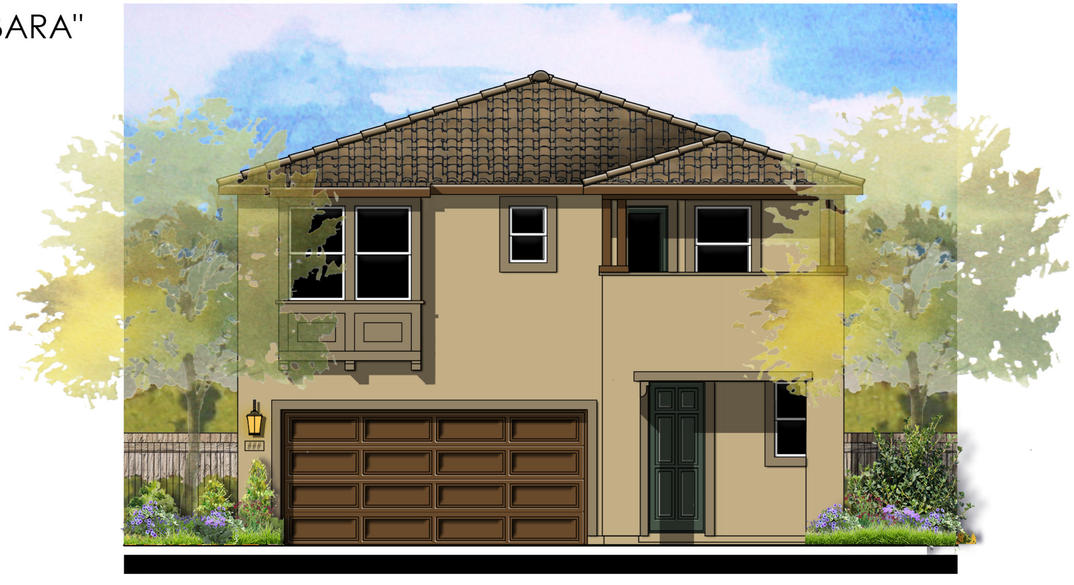
REAR ELEVATION



LEFT ELEVATION

"C" "SANTA BARBARA"

ROOF:	CONCRETE 'S' TILE
FASCIA:	WOOD
RAKES:	WOOD
WALL:	STUCCO
TRIM:	STUCCO OVER FOAM
WINDOWS:	VINYL



FRONT ELEVATION

COLOR SCHEME 2

PLAN 1

SANTA BARBARA "C"

0 2 4 8 12

ENHANCED RIGHT ELEVATION

ENHANCED REAR ELEVATION

"C" "SANTA BARBARA"

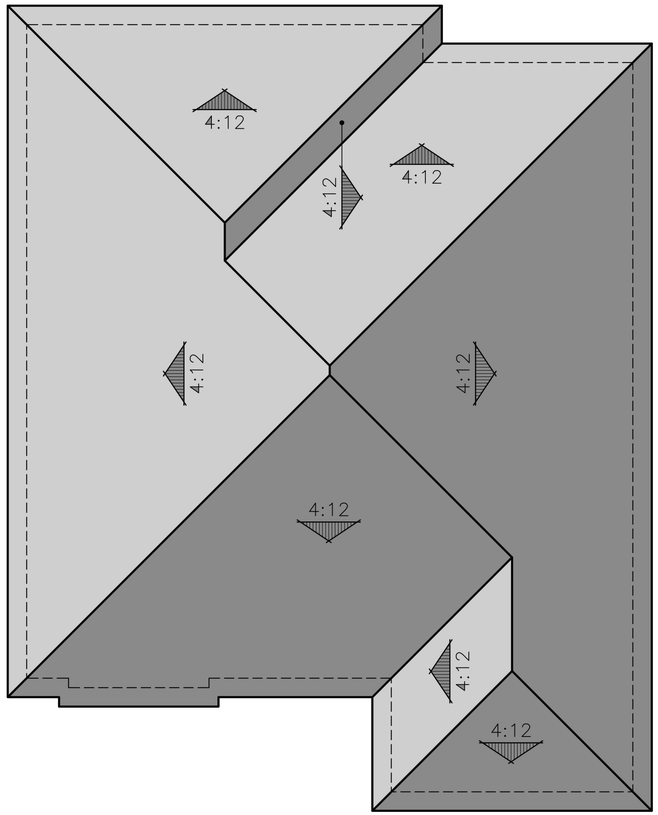
ROOF:	CONCRETE 'S' TILE
FASCIA:	WOOD
RAKES:	WOOD
WALL:	STUCCO
TRIM:	STUCCO OVER FOAM
WINDOWS:	VINYL

COLOR SCHEME 2

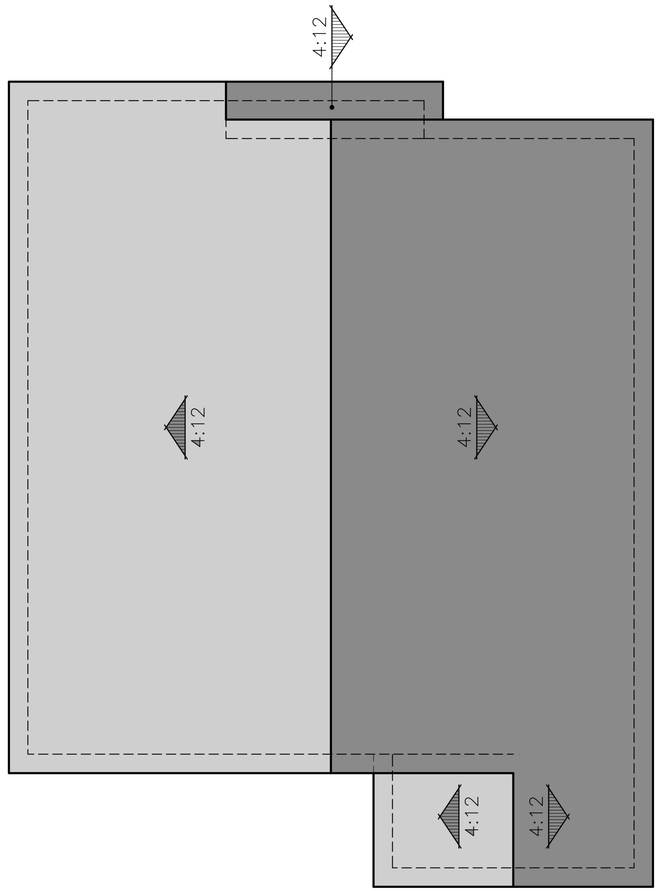
PLAN 1

SANTA BARBARA "C"

0 2 4 8 12



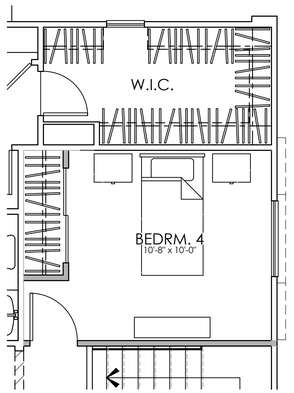
ROOF PLAN
SANTA BARBARA "C"



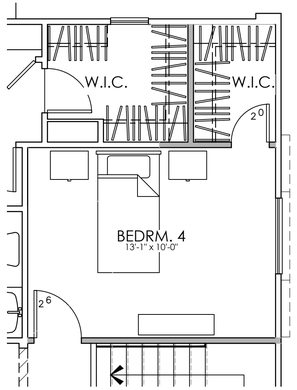
ROOF PLAN
SPANISH COLONIAL "A"

PLAN 1

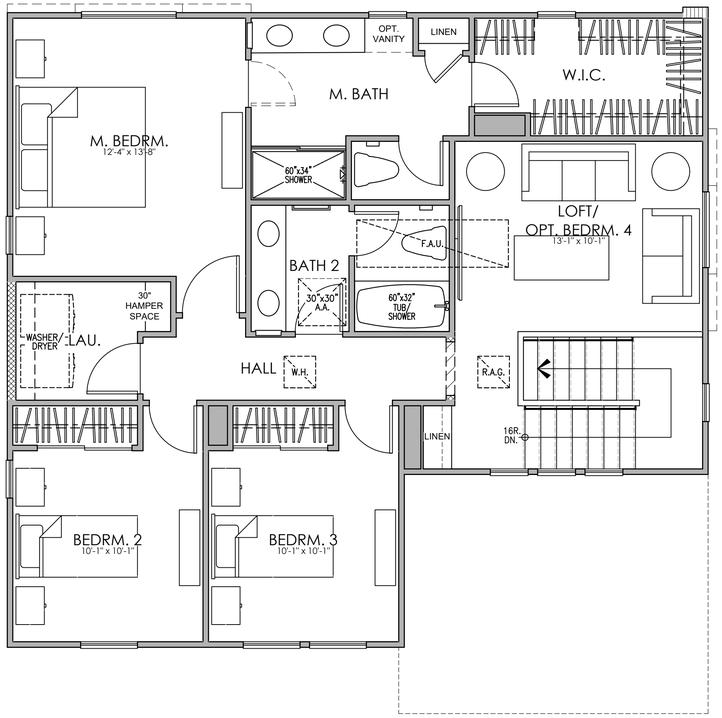
0 2 4 8 12



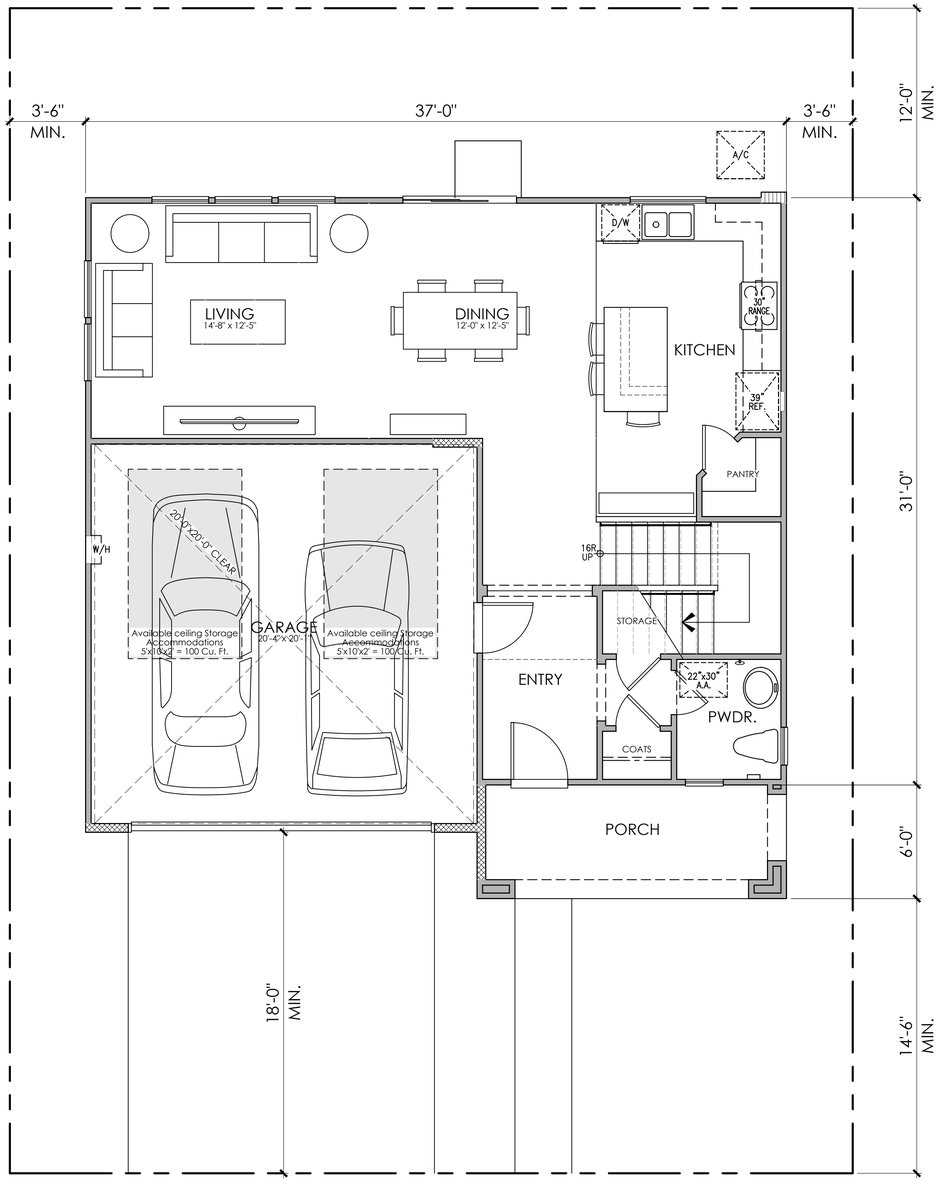
OPT. BEDROOM 4



OPT. BEDROOM 4
W/ W.I.C.



SECOND FLOOR PLAN



FIRST FLOOR PLAN

PLAN 2
AREA TABULATION

CONDITIONED SPACE	
FIRST FLOOR AREA	775 SQ. FT.
SECOND FLOOR AREA	1,022 SQ. FT.
TOTAL DWELLING	1,797 SQ. FT.
UNCONDITIONED SPACE	
GARAGE	424 SQ. FT.
PORCH	98 SQ. FT.
TOTAL	2,319 SQ. FT.

PLAN 2

3 BEDROOM, 2.5 BATH, LOFT / OPT. BEDROOM 4

0 2 4 8 12

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COMPTON, CA
11/10/2020

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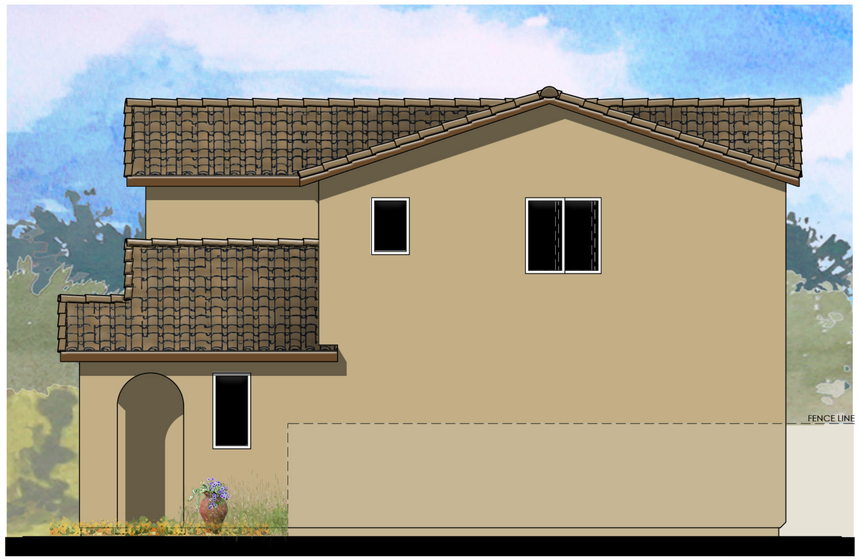
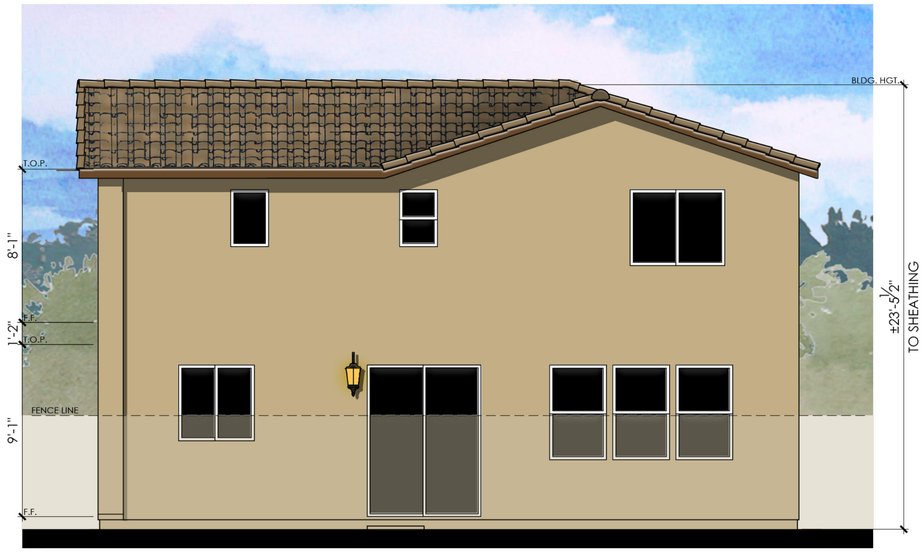
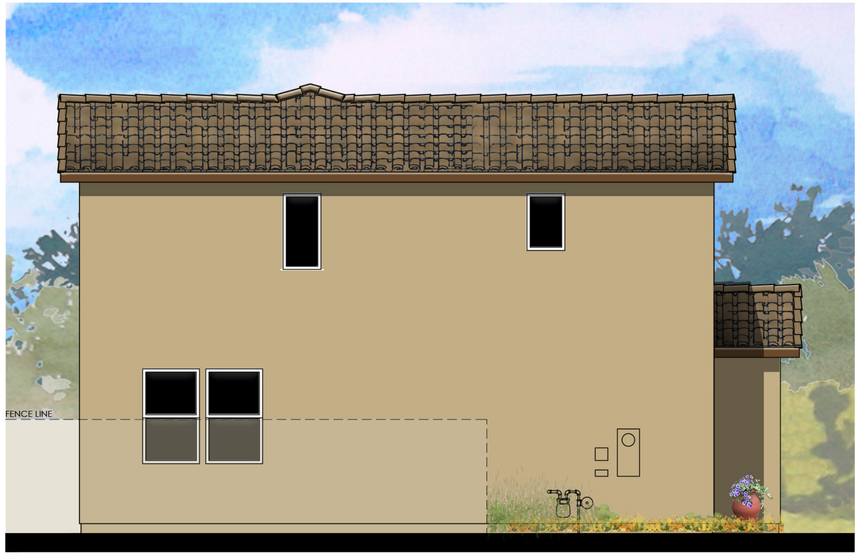
PLANNING + ARCHITECTURE
#19012



RIGHT ELEVATION



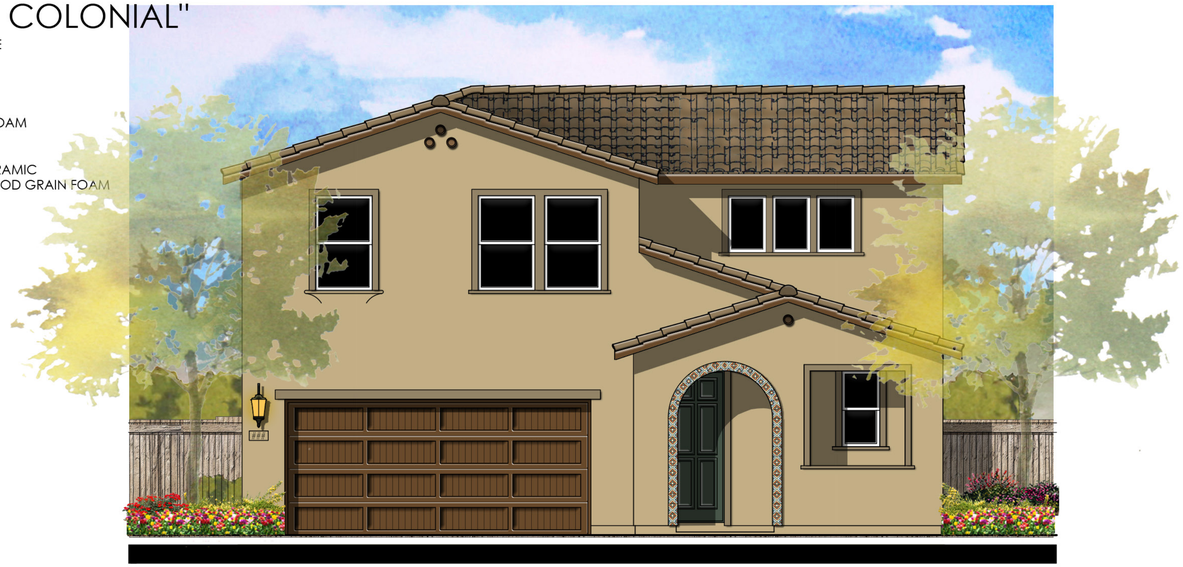
REAR ELEVATION



LEFT ELEVATION

"A" "SPANISH COLONIAL"

ROOF:	CONCRETE 'S' TILE
FASCIA:	WOOD
RAKES:	RAKE TILES
GABLE:	"CLAY PIPES"
WALL:	STUCCO
TRIM:	STUCCO OVER FOAM
WINDOWS:	VINYL
SHUTTER:	PLANK
TILE:	DECORATIVE CERAMIC
POTSHELF:	DECORATIVE WOOD GRAIN FOAM



FRONT ELEVATION

COLOR SCHEME 2

PLAN 2

SPANISH COLONIAL "A"

0 2 4 8 12

THE OLSON COMPANY SINCE 1985

COMPTON (134TH & CENTRAL)

COMPTON, CA

11/10/2020

Kevin L. Crook Architect Inc

PLANNING + ARCHITECTURE

#19012

ENHANCED RIGHT ELEVATION

ENHANCED REAR ELEVATION

"A" "SPANISH COLONIAL"

ROOF:	CONCRETE 'S' TILE
FASCIA:	WOOD
RAKES:	RAKE TILES
GABLE:	"CLAY PIPES"
WALL:	STUCCO
TRIM:	STUCCO OVER FOAM
WINDOWS:	VINYL
SHUTTER:	PLANK
TILE:	DECORATIVE CERAMIC
POTSHELF:	DECORATIVE WOOD GRAIN

COLOR SCHEME 2

PLAN 2

SPANISH COLONIAL "A"

0 2 4 8 12

THE OLSON COMPANY SINCE 1955

COMPTON (134TH & CENTRAL)

COMPTON, CA

11/10/2020

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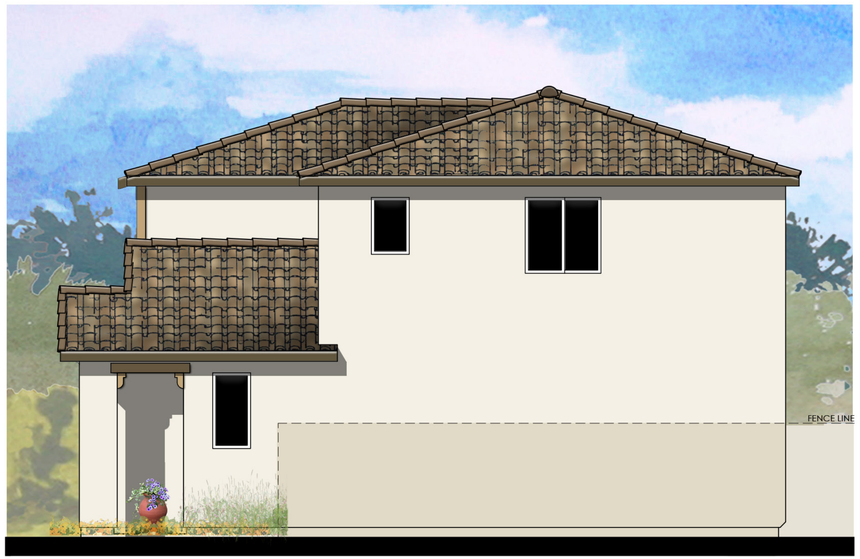
PLANNING + ARCHITECTURE

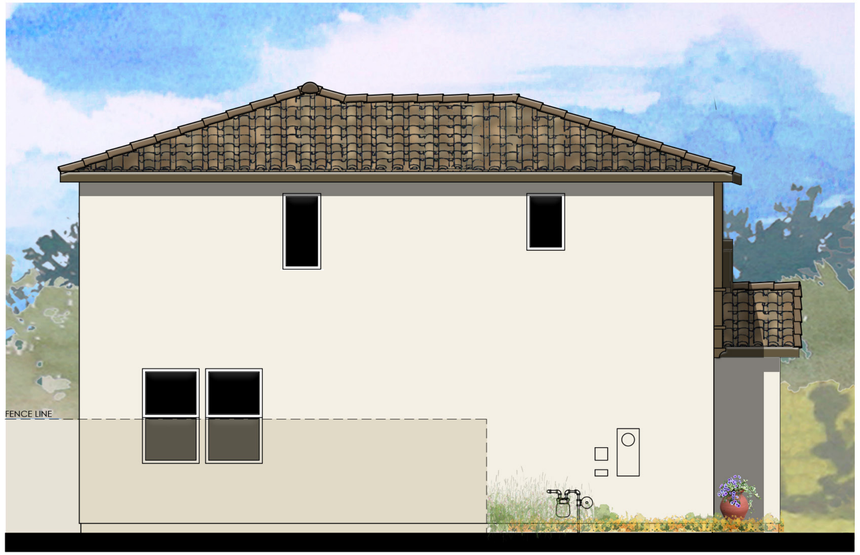
#19012

A-10



RIGHT ELEVATION

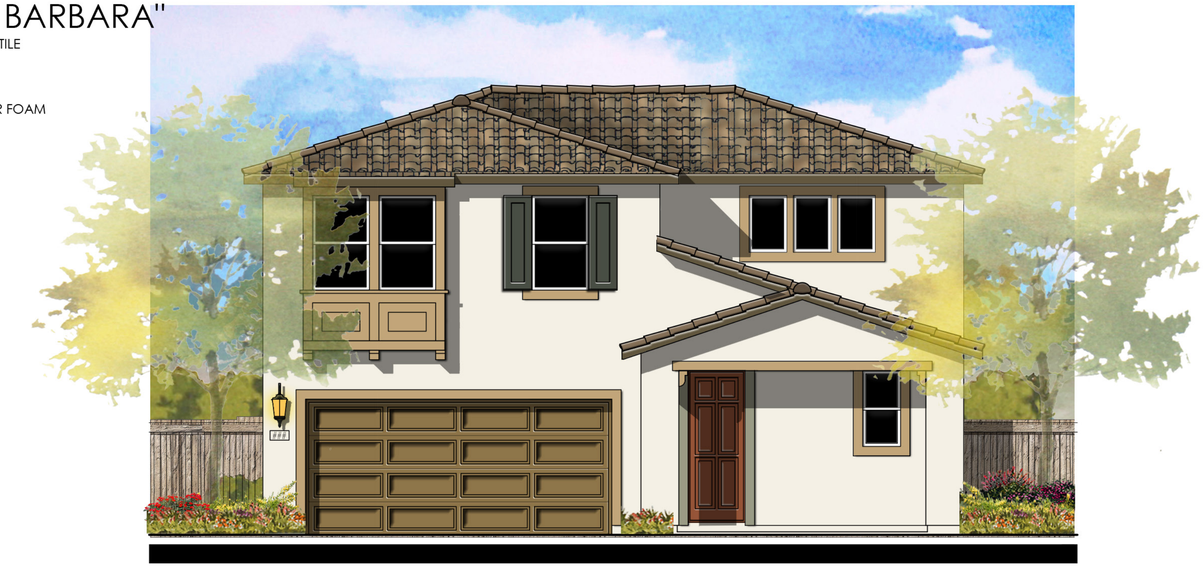
REAR ELEVATION



LEFT ELEVATION

"C" "SANTA BARBARA"

ROOF:	CONCRETE 'S' TILE
FASCIA:	WOOD
RAKES:	WOOD
WALL:	STUCCO
TRIM:	STUCCO OVER FOAM
WINDOWS:	VINYL



FRONT ELEVATION

COLOR SCHEME 1

PLAN 2

SANTA BARBARA "C"

0 2 4 8 12

THE OLSON COMPANY SINCE 1985

COMPTON (134TH & CENTRAL)

COMPTON, CA

11/10/2020

Kevin L. Crook Architect Inc

PLANNING + ARCHITECTURE

#19012

ENHANCED RIGHT ELEVATION

ENHANCED REAR ELEVATION

"C" "SANTA BARBARA"

ROOF:	CONCRETE 'S' TILE
FASCIA:	WOOD
RAKES:	WOOD
WALL:	STUCCO
TRIM:	STUCCO OVER FOAM
WINDOWS:	VINYL

COLOR SCHEME 1

PLAN 2

SANTA BARBARA "C"

0 2 4 8 12

THE OLSON COMPANY SINCE 1988

COMPTON (134TH & CENTRAL)

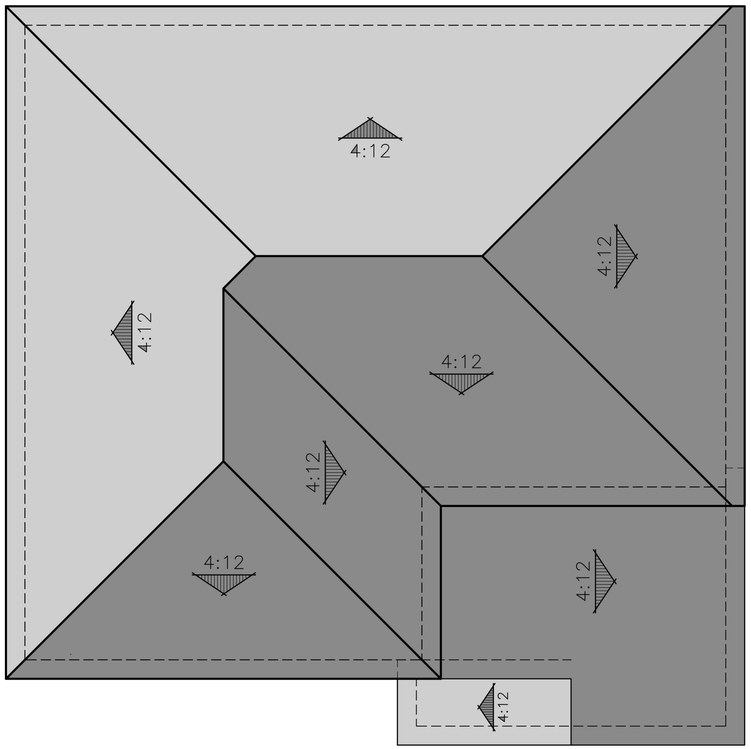
COMPTON, CA

11/10/2020

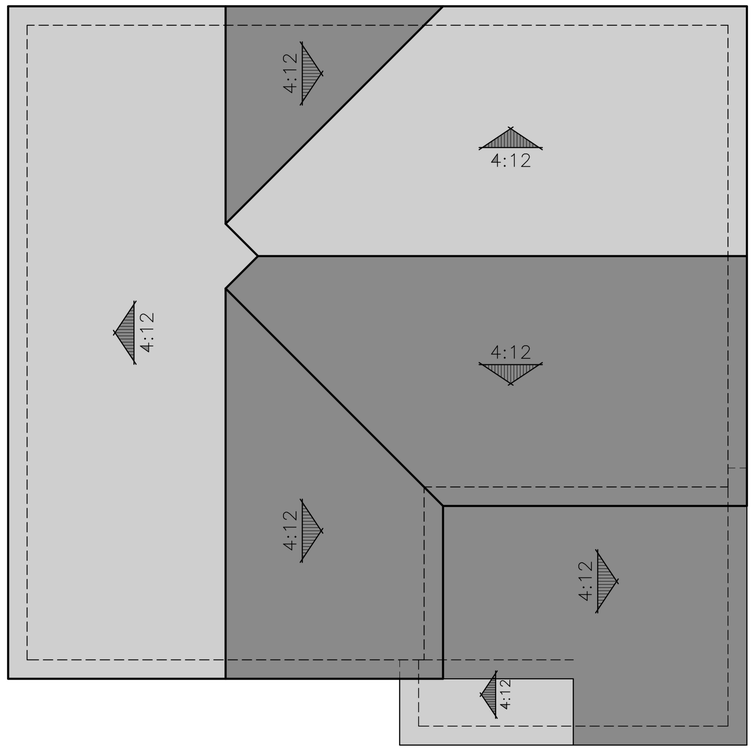
Kevin L. Crook Architect Inc

PLANNING + ARCHITECTURE

#19012



ROOF PLAN
SANTA BARBARA "C"



ROOF PLAN
SPANISH COLONIAL "A"

PLAN 2

0 2 4 8 12

SCHEME #1

STUCCO BODY

ROOF

FASCIA

TRIM

GARAGE DOOR

FRONT DOOR SURROUND

FRONT DOOR

SHUTTERS

OUTLOOKERS

DECORATIVE IRON

DECORATIVE TILE

134th & CENTRAL

COMPTON, CA

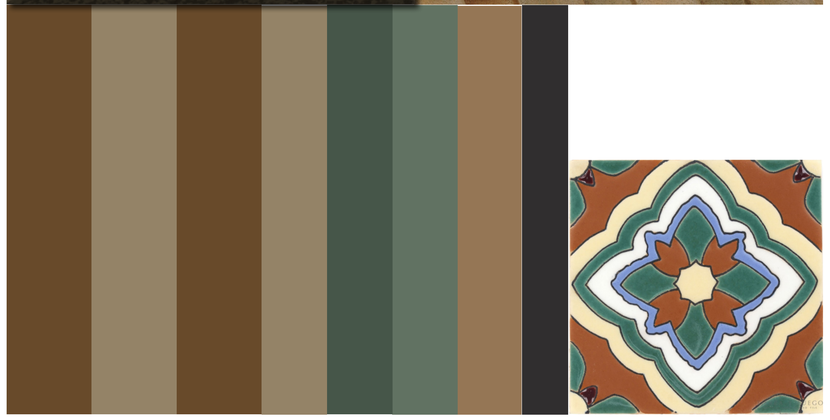
#19012
OCT. 27, 2020

Kevin L. Crook **Architect** Inc
PLANNING + ARCHITECTURE

SCHEME #2

STUCCO BODY

ROOF



FASCIA

TRIM

GARAGE DOOR

FRONT DOOR SURROUND

FRONT DOOR

SHUTTERS

OUTLOOKERS

DECORATIVE IRON

DECORATIVE TILE

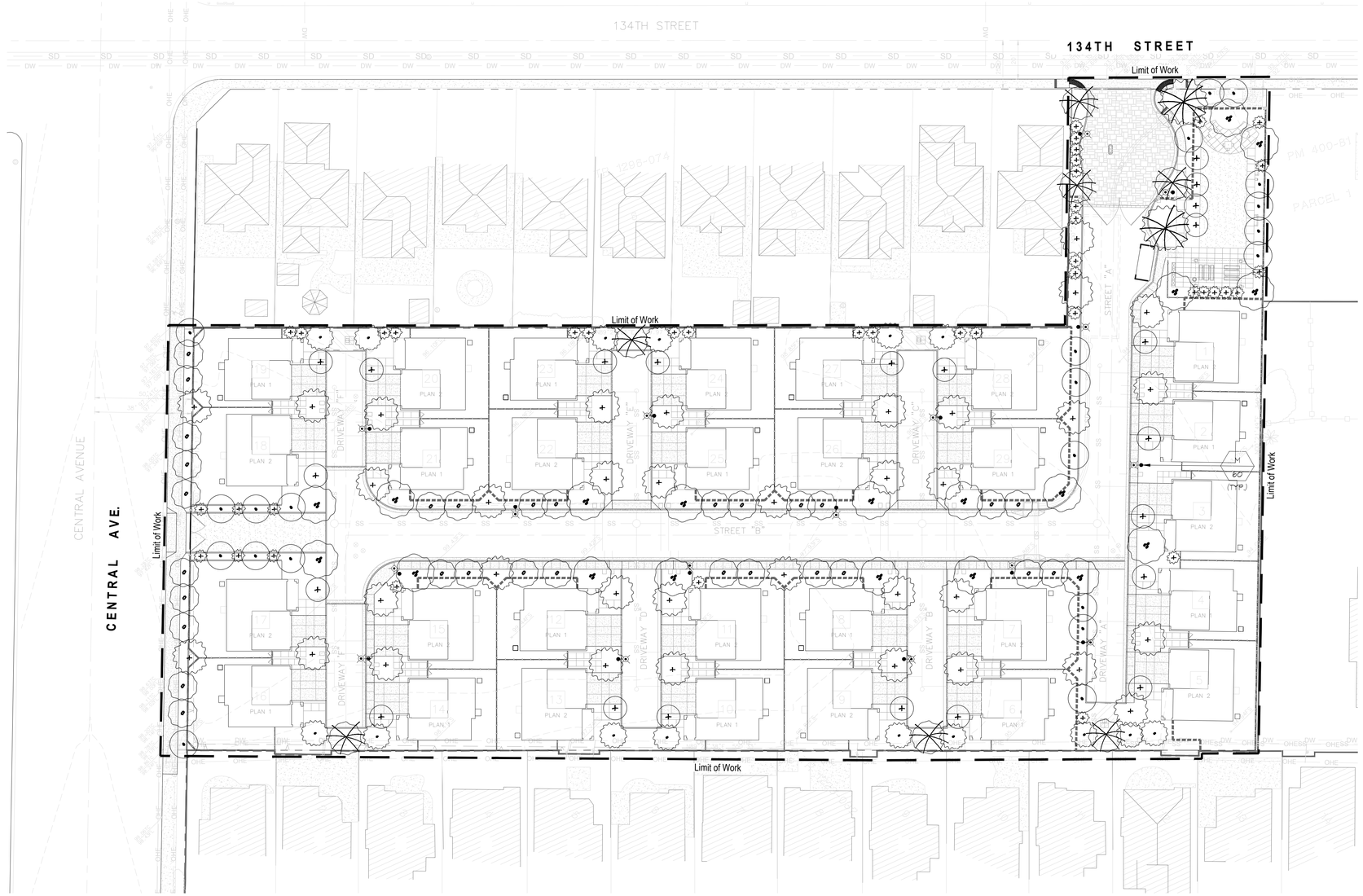
134th & CENTRAL

COMPTON, CA

#19012
OCT. 27, 2020

Kevin L. Crook **Architect** Inc
PLANNING + ARCHITECTURE

COLOR BOARDS



PLANTING LEGEND

Symbol	Type/Form	Suggestions	Trunk	Size	Wucols (R3)	Qty.
	TREES	Botanical Name (Common Name)				
	Specimen	Olive sp. (Field Grown Olive, B&B)	Multi	10'x10' Canopy	Low	2
	Focal	Magnolia g. 'Little Gem' (L. Gem Magnolia)	Single	36" Box	Medium	7
	Canopy Deciduous	Platanus racemosa (California Sycamore)	Single	24" Box	Medium	19
	Street	Tristania conferta (Brisbane Box)	Single	24" Box	Medium	36
	Evergreen Flowering	Arbutus unedo (Strawberry Tree)	Multi	24" Box	Low	30
	Deciduous Flowering	Lagerstroemia i.xf. 'Arapaho' (Crape Myrtle)	Single	15 Gal	Medium	22
	Vertical Buffer	Melaleuca quinquenervia (Paperbark Melaleuca)	Multi	15 Gal	Medium	15
	Medium Evergreen	Geijera parvilflora (Australian Willow) Rhus lancea (African Sumac)	Single	24" Box	Low	21
	Columnar	Cupressus sempervirens (Italian Cypress) Podocarpus macrophyllus (Yew Pine)	Single	15 Gal	Low Medium	41
						TOTAL = 193

SHRUBS and GROUND COVER		WUCOLS (R3)
Anigozanthos	Kangaroo Paw	Low
Agave sp.	Agave	Low
Aloe sp.	Aloe	Low
Bougainvillea sp.	Bougainvillea	Low
Carex divulsa	Berkeley Sedges	Low
Carissa m. 'Green Carpet'	Dwarf Natal Plum	Low
Chamaerops humilis	Mediterranean Fan Palm	Low
Cordyline 'Pink Passion'	Pink Passion Dracaena Palm	Low
Dasylirion longissimum	Mexican Grass Tree	Low
Delosperma cooperi	Trailing Ice Plant	Low
Dianella revoluta 'Little Rev'	Little Rev™ Flax Lily	Low
Iris sp.	Iris	Low
Kalanchoe thyrsiflora	Flapjack Paddle Plant	Low
Lavandula stoechas 'Larkman Hazel'	Hazel™ Spanish Lavender	Low
Ligustrum japonicum "Texanum"	Japanese Privet	Low
Nassella pulchra	Purple Needlegrass	Low
Muhlenbergia rigens	Deer Grass	Low
Rosmarinus p. 'Huntington Carpet'	Groundcover Rosemary	Low
Salvia gregii sp.	Red / Purple Sage	Low
Trachelospermum jasminoides	Star Jasmine	Low
Westringia sp.	Westringia	Low
Xylosma congestum 'Compact'	Compact Xylosma	Low
Yucca gloriosa	Spanish Dagger	Low

VINES & ESPALIERS		
Bougainvillea 'Monka' (Oo-La-La® Bougainvillea)	Bougainvillea	Low
Macfadyena unguis-cati	Cat's Claw Vine	Low

NOTES:
1. Irrigation (including spray and/or drip) will be provided, in the Construction Document phase, and to be installed per local California water regulations (AB1881) .
2. Vehicular Swinging Gates to be installed per local Fire Codes & Regulations.
3. Transformers, back-flow preventers & other above-ground utilities to be screened with landscape as permitted per local codes & regulations.
4. The plant palette listed provides a list of plant material to select from when preparing final landscape construction documents for this project. However, substitutions may be required due to availability, soils tests, or other conditions.
5. All trees within 5' of hardscape to be installed with deep root barriers.

OPEN SPACE LEGEND

NOTES	QTY
OPEN SPACE - PRIVATE YARD - HOMEOWNER MAINTAINED	21,565 sf
OPEN SPACE - COMMON - HOA MAINTAINED	31,502 sf
Total O.S.=	53,067 sf

0 15' 30' 60'
Scale: 1" = 30'

Schematic Planting Plan

The Olson Company

Schematic 2nd City Submittal | Project No.: TOC52-D
Date: Nov. 06, 2020

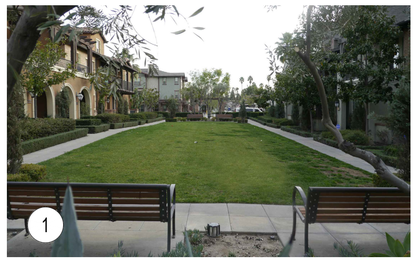
L-1

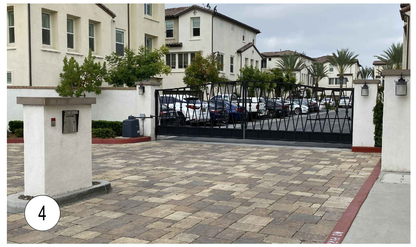
COMPTON - 134TH & CENTRAL

studio PAD Landscape Architecture
23276 S. Pointe Drive (Ste 103)
Laguna Hills, CA 92653 (www.studio-PAD.com)

LEGEND

1. The Village Park - main community open space area with wood shade structure, & large turf area for larger group events, see L-2 Enlargement.
2. New concrete sidewalk, Per Civil plans.
3. Community cluster mailboxes, per USPS review & approval.
4. Main vehicular entry with swing gates (with Knox box), median visitor kiosk, & enhanced paving.
5. Existing pole to remain in place, per Civil plans.
6. Natural colored concrete driveway & guest parking, with light broom finish & narrow tooled joints.
7. Proposed wall, pilaster, fence, and gates per Wall & Fence Plan.
8. Proposed tree, per Planting Plan.
9. 4' wide & 5' wide natural colored concrete pedestrian walk, with light broom finish & tooled joints.
10. Community dog bag station (black in color), for pet owners.
11. Common area landscape, builder installed & HOA maintained.
12. Private homeowner yard, builder installed.
13. Property line.
14. Public street R.O.W.
15. Proposed public street sidewalk, per Civil plans.
16. Transformer to be screened with evergreen landscape, quantity & final locations to be determined.
17. Proposed AC unit, to be screened with evergreen landscape.
18. Proposed Emergency Exit with turf.





*Conceptual images (provided herein are conceptual and subject to change)

Scale: 1" = 30'

Schematic Landscape Plan

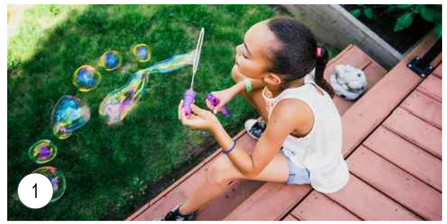
The Olson Company

Schematic 2nd City Submittal | Project No.: TOC52-D
Date: Nov. 06, 2020

L-2

COMPTON - 134TH & CENTRAL

studio PAD
Landscape Architecture
23215 E. Pointe Drive (Ste 103)
Laguna Hills CA 92653 (www.studio-PAD.com)



*Conceptual images (provided herein are conceptual and subject to change)

0 5' 10' 20'
Scale: 1" = 10'

Schematic Open Space / Park - Enlargement Plan

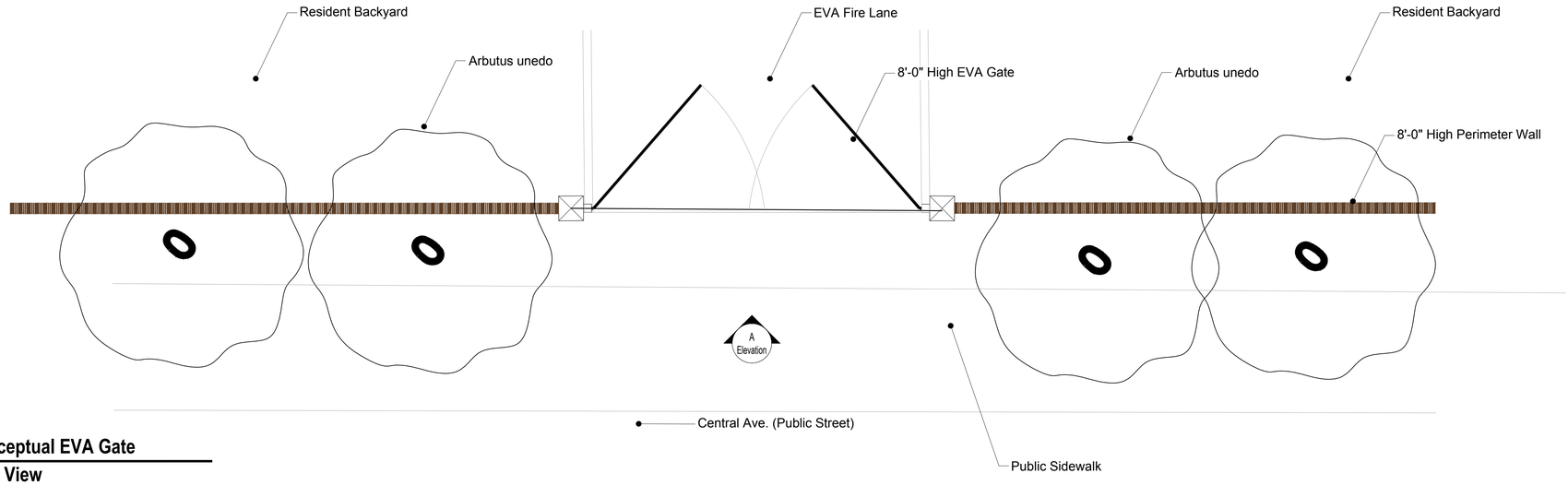
The Olson Company

Schematic 2nd City Submittal | Project No.: TOC52-D
Date: Nov. 06, 2020

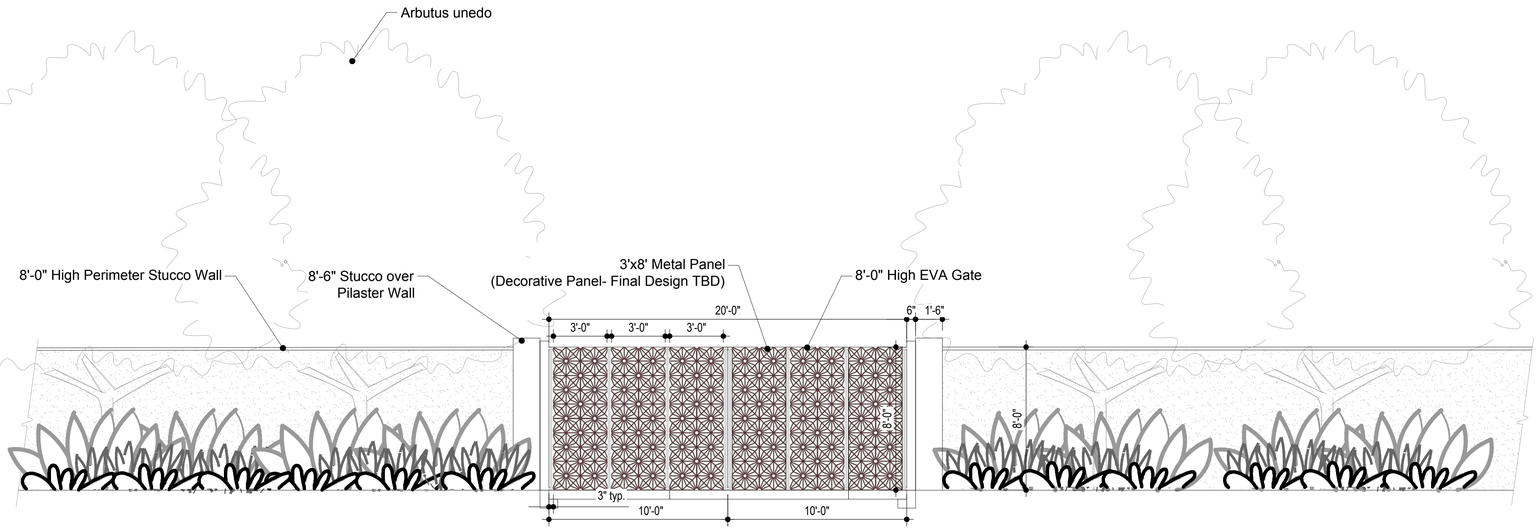
L-3

COMPTON - 134TH & CENTRAL

studio PAD Landscape Architecture
23276 S. Pointe Drive (Ste 103)
Laguna Hills CA 92653 (www.studio-PAD.com)



Conceptual EVA Gate
Plan View



Conceptual EVA Gate
Elevation A

0 2' 4' 8'
Scale: 1/4" = 1'-0"

The Olson Company

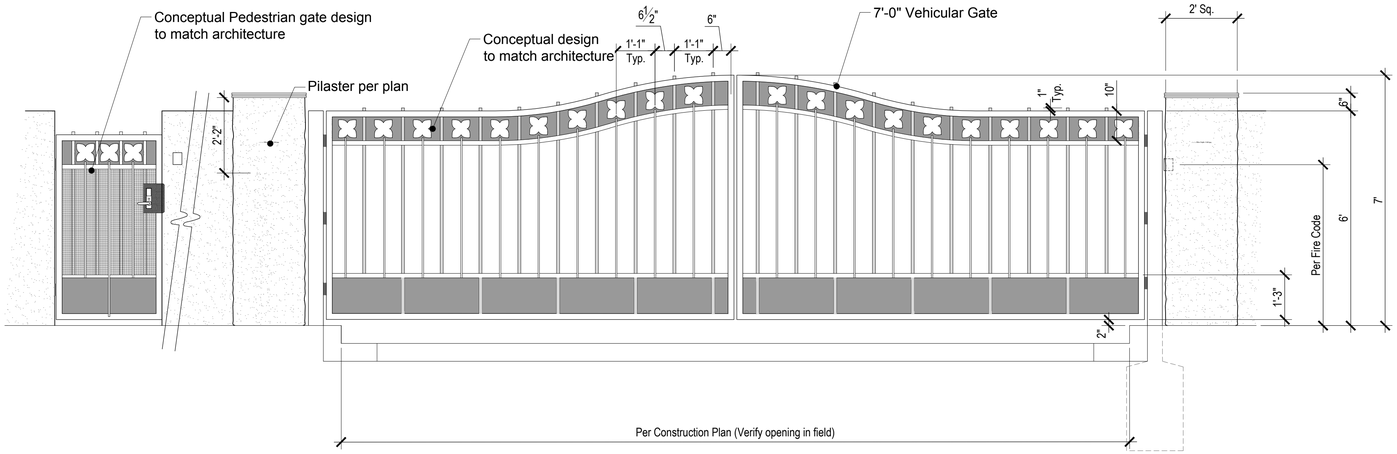
Schematic Elevation - 1 of 2

Schematic 2nd City Submittal | Project No.: TOC52-D
Date: Nov. 06, 2020

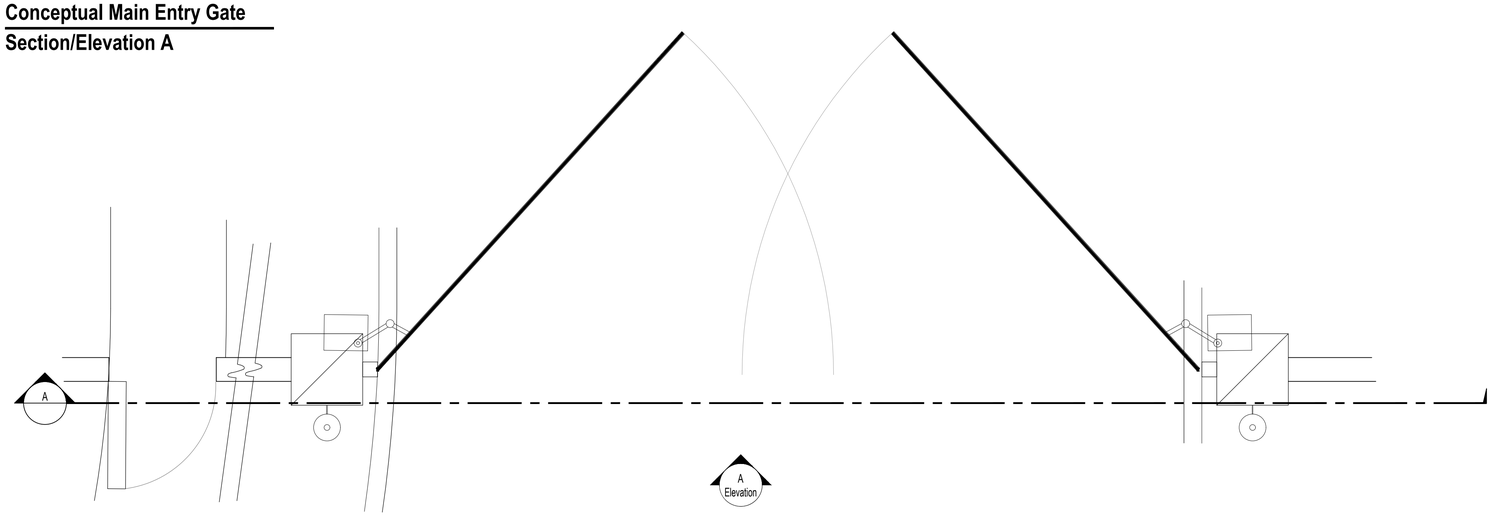
L-4

COMPTON - 134TH & CENTRAL

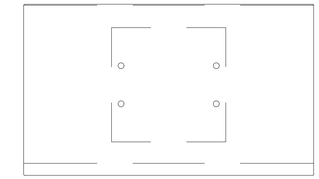
studio PAD
Landscape Architecture
23276 S. Pointe Drive (Ste 103)
Laguna Hills, CA 92653 (www.studio-PAD.com)



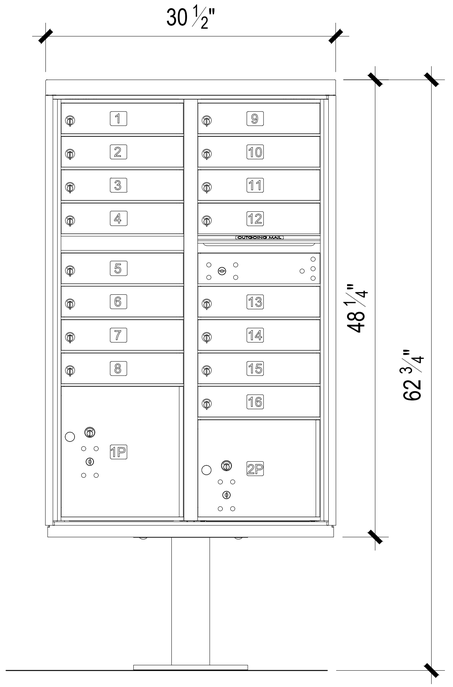
Conceptual Main Entry Gate
Section/Elevation A



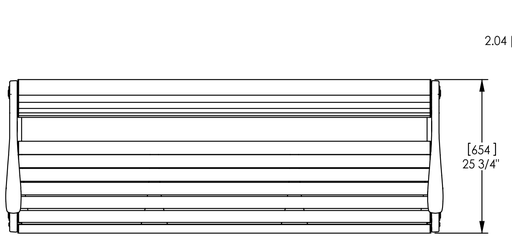
Conceptual Main Entry Gate
Plan View



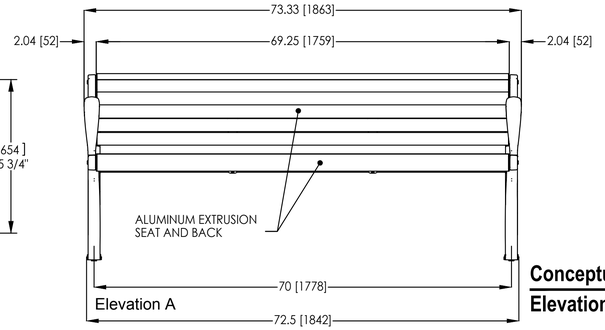
Conceptual Mailbox
Plan View



Conceptual Mailbox
Elevation A



Conceptual Bench
Plan View



Conceptual Bench
Elevation A

Schematic Elevations - 2 of 2

The Olson Company

Schematic 2nd City Submittal | Project No.: TOC52-D
Date: Nov. 06, 2020

L-4

COMPTON - 134TH & CENTRAL

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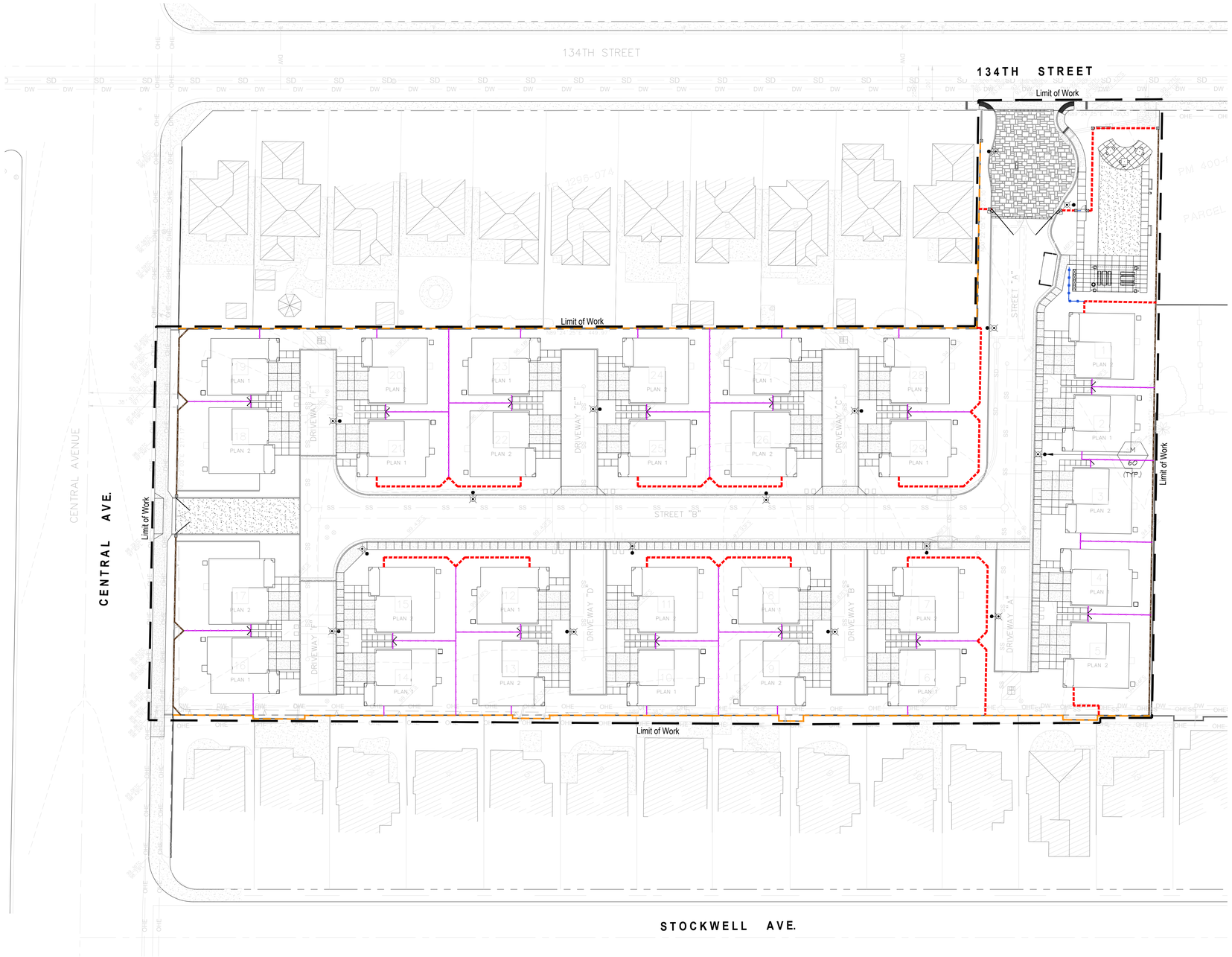
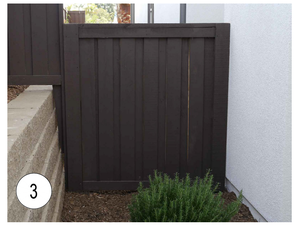


WALL, FENCE & GATE LEGEND

- Existing CMU wall, raised to 8' (with added stucco to interior & stucco flat cap).
- 1 — 8'-0" High stucco over CMU wall, with 2" high precast cap.
- 2 — 6'-0" High stucco over CMU wall, with 2" high precast cap.
- 3 — 5'-6" High vinyl fence (tan color).
- 4 — 5'-0" High tube steel fence (black paint color).
- 5 — 6'-6" High (18" sq.) stucco over CMU pilaster, with 2"high precast cap.
- 6 — 5'-6" High vinyl private yard gate (tan color).
- 7 — 5'-6" High metal pedestrian (ADA) gate (black paint color).
- 8 — 6'-0" High metal vehicular swing gates (black paint color)
- 9 — EVA Gate (non-motorized)



*Conceptual images (provided herein are conceptual and subject to change)

0 15' 30' 60'
Scale: 1" = 30'

Schematic Wall and Fence Plan

The Olson Company

Schematic 2nd City Submittal | Project No.: TOC52-D
Date: Nov. 06, 2020

L-5

COMPTON - 134TH & CENTRAL

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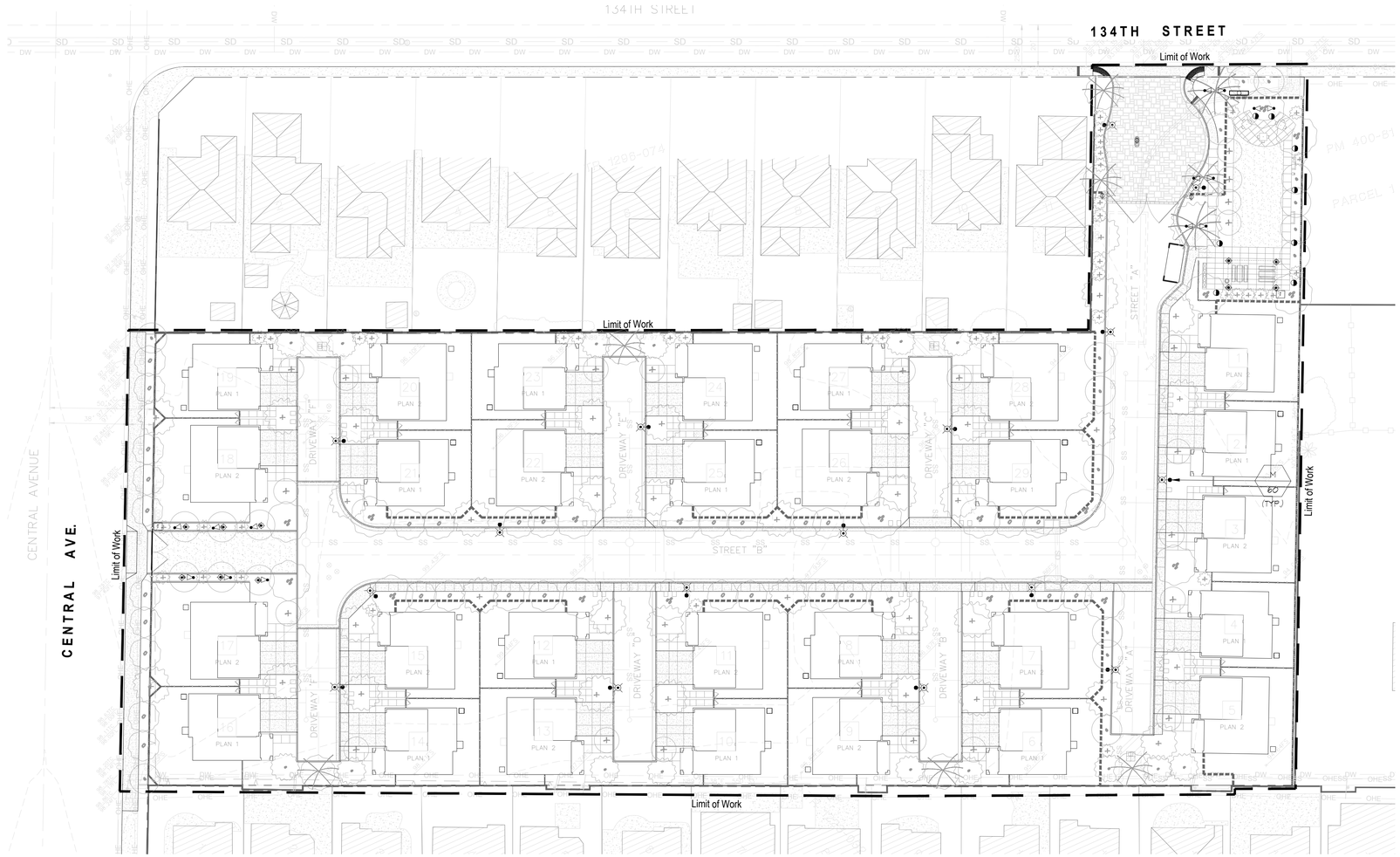


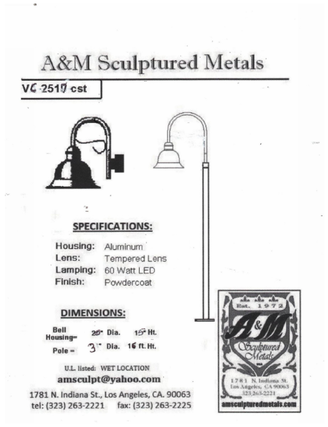
12v - LIGHTING SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
	Shade Structure Downlight - Kichler model #16017AZT27 Cast Aluminum, Textured Architectural Bronze, Surface Mounted Bracket Lamp: LED, 5.25 W-12W, 2700K Warm White	10
	light, Staked - Kichler model VLO #16018-16020 16019AZT27 (35Flood) minum, Textured Architectural Bronze, Staked Lamp: LED, 5.25 W-12W, 2700K Warm White	14
	Targetti TitanoCompact Inground LED Grazer Concept: Semi-recessed grazing light effect fixture for white LEDs. Housing: Stainless steel body. Materials: Die-cast aluminum trim. Stainless steel installation sleeve. Trim: Finished Ferrite Grey anodized aluminium ring and cover. Ribbed glass lens for blade of light effect. Optic: High Efficiency multichip LED Emitter. Mono-, bi-, pluri-emissions.	8
	Kichler-Flood Light VLO 12V LED Flood Variable Lumen AZT 16022AZT27 Brass, Textured Architectural Bronze, Surface Lamp: LED	1
	Exterior Electrical GFI Outlet Cast Aluminum, Textured Architectural Bronze, Wall	3
T	Low-voltage transformer - Kichler model #15PR75 AZT Cast Aluminum, Textured Architectural Bronze, Wall 75	2

SITE LIGHTING FIXTURE SCHEDULE

SYMBOL	TYPE	FIXTURE: LED	FLUORESCENT	HALOGEN	H.P.S.	M. HALIDE	VOLTS	LAMPS: NUMBER	WATTS AND TYPE	MOUNTING: PENDANT	CEILING	RECESSED	WALL	DESCRIPTIONS AND VARIATIONS
	M	X					120	1	LED 60 WATT					LED POLE LIGHT MOUNTED AT +8'-0" A.F.G. PROVIDE HOUSE-SIDE SHIELDING. A+m SCULPTURED METALS #VG-2511 CST. FIXTURE SPECIFIED BY OWNER.

*For Reference ONLY, Refer to Electrical Engineer's Plans.



*For Reference ONLY, Refer to Electrical Engineer's Plans.

NOTES:
1. Landscape lighting (landscape up-lights, path lights/bollards, etc.) to be coordinated with Electrical Engineer. Refer to plans prepared by Southwest Group Engineering.

Schematic Lighting Plan

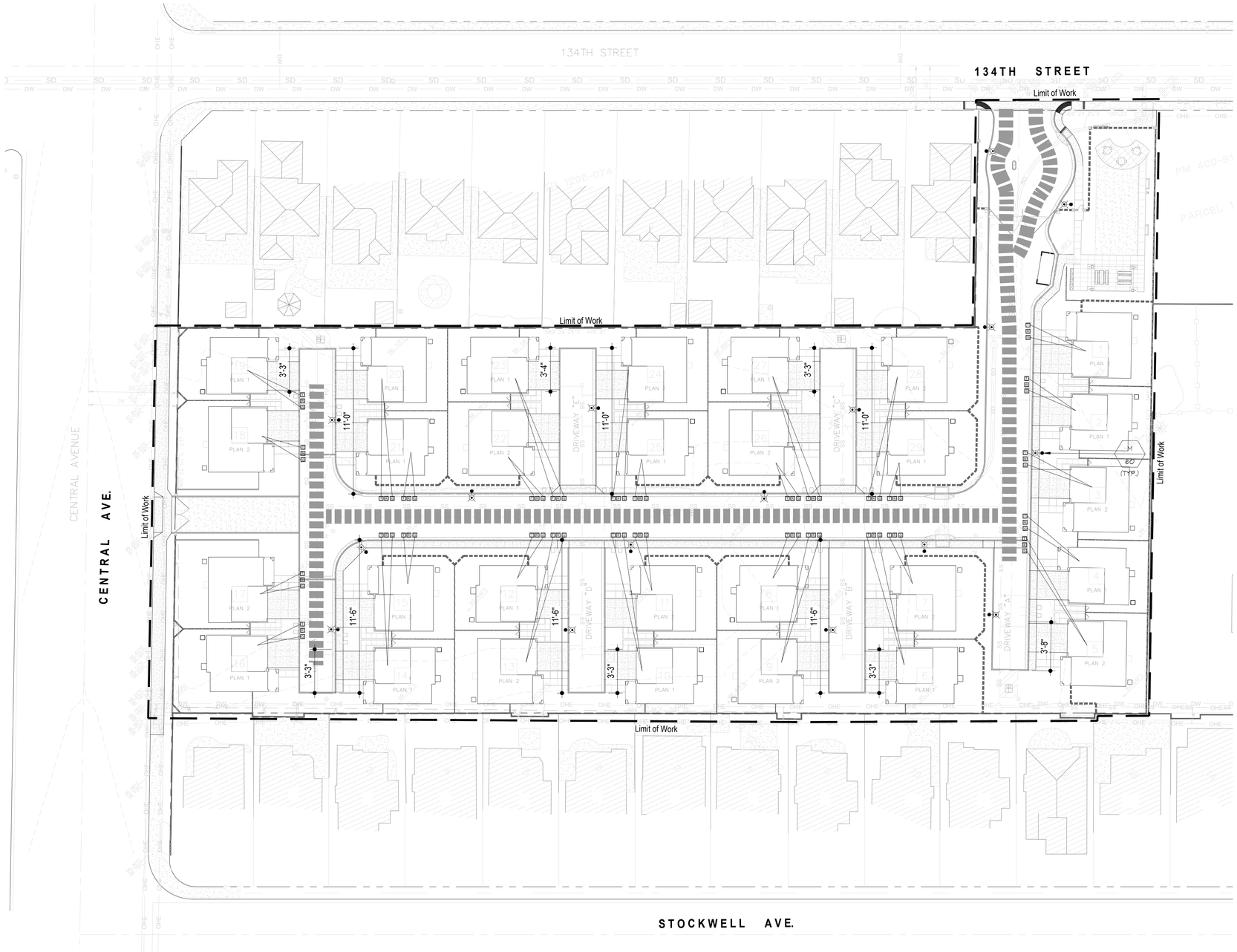
0 15' 30' 60'
Scale: 1" = 30'

The Olson Company

Schematic 2nd City Submittal | Project No.: TOC52-D | Date: Nov. 06, 2020 | L-7

COMPTON - 134TH & CENTRAL

studio PAD Landscape Architecture



LEGEND

- Regular trash bin.
- Recycle bin.
- Green waste bin.
- Trash hauler path of travel. (Backing up into one small lane would be required)

0 10' 20' 40'

Scale: 1" = 20'

Schematic Trash Exhibit & Hauler Circulation Plan

The Olson Company

Schematic 2nd City Submittal | Project No.: TOC52-D
Date: Nov. 06, 2020

L-8

COMPTON - 134TH & CENTRAL

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OPEN SPACE LEGEND

SYMBOL	NOTES	QTY
	OPEN SPACE - PRIVATE YARD - HOMEOWNER MAINTAINED	21,565 sf
	OPEN SPACE - COMMON - HOA MAINTAINED	31,502 sf
	Total O.S.=	53,067 sf

0 10' 20' 40'

Scale: 1" = 20'

Schmeatic Open Space Exhibit

The Olson Company

Schematic 2nd City Submittal | Project No.: TOC52-D
Date: Nov. 06, 2020

L-9

COMPTON - 134TH & CENTRAL

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Laguna Hills, CA 92653 (www.studio-PAD.com)

LEGEND:

- EX STORM DRAIN STRUCTURE
- EX PALM TREE
- EX TREE
- EX SEWER MANHOLE
- EX STREETLIGHT
- EX FIRE HYDRANT
- EX UTILITY BOX
- EX STORM DRAIN MANHOLE
- EX CATCH BASIN
- EX POWER POLE
- EX TRAFFIC LIGHT
- VAULT — EX UNDERGROUND UTILITY VAULT
- EX WATER VALVE COVER
- EX WATER METER
- EX MANHOLE
- EX STREET SIGN
- EX BOLLARD
- EX TRANSFORMER
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- EX RIGHT-OF-WAY
- EX PROPERTY LINE
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- DW — EX DOMESTIC WATER LINE
- FW — EX FIRE WATER LINE
- RW — EX RECYCLED WATER LINE
- SD — EX STORM DRAIN LINE
- OHE — EX OVERHEAD ELECTRIC
- EX IRON FENCE
- EX CHAIN LINK FENCE
- EX BLOCK WALL
- EX RETAINING WALL
- EX CURB AND GUTTER
- EX SLOPE
- EX CONCRETE
- EX BUILDING
- EX ASPHALT
- 1 — PR UNIT NUMBER
- PLAN 2 — PR PLAN NUMBER
- PR CURB
- PR EDGE OF PAVEMENT
- SS — PR SEWER LINE

SCALE 1"=20'

20 10 0 20 40 60
SCALE: 1"=20'

SCALE VERIFICATION
BAR IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET
ADJUST SCALES ACCORDINGLY

ADVANCED CIVIL GROUP

ADVANCED CIVIL GROUP INC.
30251 GOLDEN LANTERN,
SUITE E, PMB 251
LAGUNA NIGUEL, CA 92647
(866) 338-5778 PHONE
WWW.ADVANCEDCIVILGROUP.COM

SITE PLAN
THE OLSON COMPANY
134TH AND CENTRAL AVENUE
COMPTON, CA

DRAWN BY: JRW
DESIGNED BY: --
CHECKED BY: RSA
APPROVED BY: --
DATE: 11/06/2020
REVISIONS:

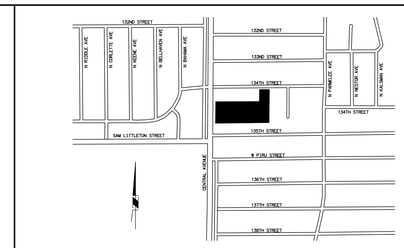
PROJECT NUMBER: 106802

SHEET NO.
SP-1
1 OF 1

CIVIL SITE PLAN
TENTATIVE TRACT MAP NO. 83170
FOR CONDOMINIUM PURPOSES

IN THE CITY OF COMPTON
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

BEING A SUBDIVISION OF PORTIONS OF THE PARCEL OF LAND IN THE CITY OF COMPTON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS ALLOTTED TO M. KELLER IN THE PARTITION OF THE TAJAUTA RANCHO AS SHOWN ON THE MAP FILED IN CASE NO. 1200 OF THE DISTRICT COURT OF THE 17TH JUDICIAL DISTRICT OF THE STATE OF CALIFORNIA IN AND FOR SAID COUNTY



VICINITY MAP
NOT TO SCALE

GENERAL NOTES

1. EXISTING LAND USE: VACANT COMMERCIAL
2. PROPOSED LAND USE: 29 SINGLE FAMILY HOME CONDOMINIUMS
3. EXISTING ZONING RMD - MEDIUM DENSITY RESIDENTIAL
4. WATER SERVICE PROVIDED BY: CITY OF COMPTON
5. SEWER SERVICE PROVIDED BY: CITY OF COMPTON
6. ELECTRICAL SERVICE PROVIDED BY: SOUTHERN CALIFORNIA EDISON
7. GAS SERVICE PROVIDED BY: SOCAL GAS CO.
8. TELEPHONE SERVICE PROVIDED BY: AT&T
9. CABLE TELEVISION PROVIDED BY: CHARTER COMMUNICATIONS
10. PROJECT IS WITHIN THE COMPTON UNIFIED SCHOOL DISTRICT
11. ALL LOTS SHALL BE HOMEOWNER OR HOMEOWNER ASSOCIATION MAINTAINED
12. NO KNOWN ACTIVE FAULTS ARE KNOWN TO PROJECT THROUGH THE SITE NOR DOES THE SITE LIE WITHIN THE BOUNDARIES OF AN "EARTHQUAKE FAULT ZONE" AS DEFINED BY THE STATE OF CALIFORNIA IN THE ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING ACT.
13. PROPERTY IS LOCATED WITHIN FLOOD ZONE "X", (AREAS OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN) PER FIRM PANEL 06037C1795F EFFECTIVE 9/26/2008
14. ASSESSOR'SPARCEL NUMBER 6145-003-902
15. PARKING PROVIDED: 58 ENCLOSED (2 PER UNIT IN GARAGE)
    58 DRIVEWAY PARKING (2 PER UNIT)
    1 TEMPORARY PARKING AT ENTRANCE
16. ALL OPEN SPACE AREAS, DRIVEWAYS, PRIVATE STREETS AND TRACTS WILL BE MAINTAINED BY THE HOA.

CONSTRUCTION NOTES:

1	DEMOLISH AND REMOVE EXISTING CONCRETE SLAB AND FOOTINGS	44,346	SF
2	DEMOLISH AND REMOVE EXISTING ASPHALT PAVING	66,540	SF
3	DEMOLISH AND REMOVE EXISTING BLOCK WALL AND FOOTING	170	LF
4	REMOVE EXISTING CHAIN LINK FENCE	588	LF
5	SAWCUT, DEMOLISH AND REMOVE EXISTING CURB, GUTTER AND SIDEWALK	420	SF
6	SAWCUT, DEMOLISH AND REMOVE EXISTING SIDEWALK	1,003	SF
7	REMOVE EXISTING SEWER PIPE	346	LF
8	DEMOLISH AND REMOVE EXISTING SEWER MANHOLE	2	EA
9	REMOVE EXISTING WATER PIPE	170	LF
10	REMOVE EXISTING WATER PIPE STRUCTURES	3	EA
11	INSTALL ASPHALT CONCRETE OVER COMPACTED ROAD BASE PER GEOTECH RECOMMENDATIONS	24,240	SF
12	INSTALL DECORATIVE PAVING PER LANDSCAPE AND GEOTECH RECOMMENDATIONS	2,400	SF
13	INSTALL 6" CONCRETE CURB AND 1.5' WIDE GUTTER	841	LF
14	INSTALL 6" CONCRETE CURB ONLY	474	LF
15	INSTALL 3" CONCRETE WEDGE CURB	650	LF
16	INSTALL 1" CURB ONLY	514	LF
17	INSTALL 18" STORM DRAIN REINFORCED CONCRETE PIPE	27	LF
18	INSTALL 24" STORM DRAIN REINFORCED CONCRETE PIPE	228	LF
19	INSTALL 3.5' WIDE CATCH BASIN	1	EA
20	INSTALL 7' WIDE CATCH BASIN	2	EA
21	INSTALL INFILTRATION WELL	3	EA
22	INSTALL 48" STORM DRAIN MANHOLE	2	EA
23	INSTALL STORM DRAIN JUNCTION STRUCTURE	1	EA
24	INSTALL UNDERGROUND STORMWATER STORAGE SYSTEM	6,100	CF
25	INSTALL CONCRETE DRIVEWAY	8,400	SF
26	INSTALL COMMERCIAL DRIVEWAY APRON	460	SF
27	INSTALL CONCRETE SIDEWALK	5,111	SF
28	INSTALL 12" C-900 WATER LINE	564	LF
29	INSTALL 8" C-900 WATER LINE	317	LF
30	INSTALL 1-1/2" WATER LATERAL AND METER (POTABLE)	30	EA
31	INSTALL 2" WATER LATERAL AND METER (IRRIGATION)	1	EA
32	INSTALL 6" FIRE HYDRANT ASSEMBLY	2	EA
33	INSTALL 12" GATE VALVE	6	EA
34	INSTALL 8" GATE VALVE	5	EA
35	INSTALL 8" SDR 35 PVC SEWER LINE	1,019	LF
36	INSTALL 4" SDR 35 PVC SEWER LATERAL	30	EA
37	INSTALL 48" SEWER MANHOLE	5	EA
38	INSTALL 6" SEWER CLEANOUT	7	EA
39	INSTALL ACCESSIBLE CURB RAMP	7	EA
40	INSTALL 8" CURB AND 2' WIDE GUTTER	40	LF
41	CONSTRUCT MODIFIED DRIVEWAY APRON WITH LOWERED CURB (3" CURB FACE)	115	SF

PROPERTY ADDRESS:

1950 NORTH CENTRAL AVENUE
COMPTON, CA 90222.

ASSESSOR PARCEL NUMBER:

APN: 6145-003-902

PROPOSED LOT AREA:

LOT	GROSS AND NET AREA (SF)	(AC)
1	131,898	3.028

DENSITY CALCULATIONS:

PROPOSED CONDOMINIUMS: 29 UNITS
NET AREA: 3.028 AC
PROPOSED DENSITY: 9.58 DU/AC

DEVELOPER:

THE OLSON COMPANY
3010 OLD RANCH PARKWAY, SUITE 100
SEAL BEACH, CA 90740-2751
(562) 596-4770

PREPARED BY:

ADVANCED CIVIL GROUP

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30251 GOLDEN LANTERN
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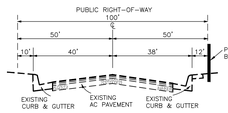
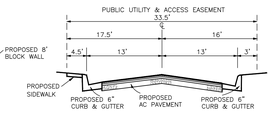
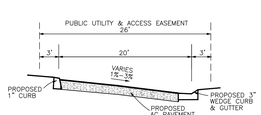


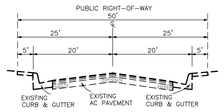
CENTRAL AVENUE SECTION SECTION A-A N.T.S.



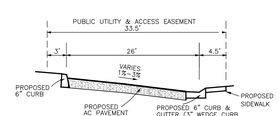
STREET "B" (PRIVATE) SECTION SECTION C-C N.T.S.



DRIVEWAY "A" – "E" (PRIVATE) SECTION SECTION E-E N.T.S.



134TH STREET SECTION SECTION B-B N.T.S.



STREET "A" (PRIVATE) SECTION SECTION D-D N.T.S.

LEGEND:

- EX STORM DRAIN STRUCTURE
- EX PALM TREE
- EX TREE
- EX SEWER MANHOLE
- EX STREETLIGHT
- EX FIRE HYDRANT
- EX UTILITY BOX
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- EX SLOPE
- EX CONCRETE
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- DW — PR DOMESTIC WATER LINE
- SD — PR STORM DRAIN LINE
- PR IRON FENCE
- PR BLOCK WALL
- PR 2:1 SLOPE
- 95.6 — PR PAD ELEVATION

SCALE 1"=20'

20 10 0 20 40 60
SCALE: 1"=20'

SCALE: 1" = 20'
DATE: 10/30/2020
GROSS AREA: +/- 3.028 AC
CONTOURS: 1 FOOT
TOTAL LOTS: 1 NUMBERED
5 LETTERED
TOTAL UNITS: 29 SFH CONDOMINIUMS

SP-2

CIVIL SITE PLAN
TENTATIVE TRACT MAP NO. 83170
FOR CONDOMINIUM PURPOSES

SHEET 1 OF 1

PRINTED: 11.10.2020

TENTATIVE TRACT MAP NO. 83170

FOR CONDOMINIUM PURPOSES

IN THE CITY OF COMPTON
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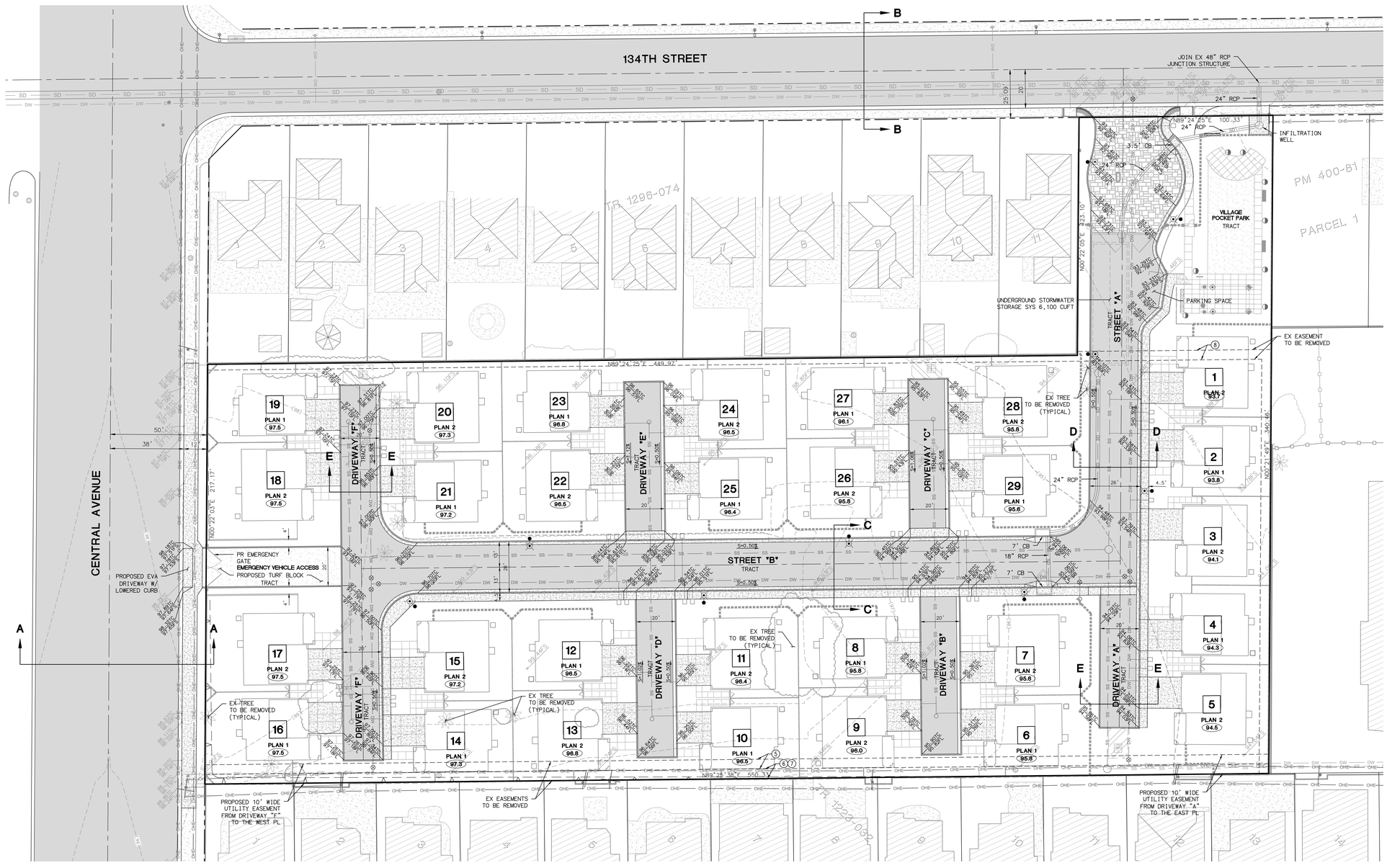

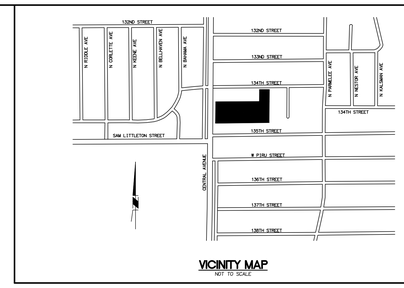

VICINITY MAP
NOT TO SCALE

GENERAL NOTES

1. EXISTING LAND USE: VACANT COMMERCIAL
2. PROPOSED LAND USE: 29 SINGLE FAMILY HOME CONDOMINIUMS
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11. ALL LOTS SHALL BE HOMEOWNER OR HOMEOWNER ASSOCIATION MAINTAINED
12. NO KNOWN ACTIVE FAULTS ARE KNOWN TO PROJECT THROUGH THE SITE NOR DOES THE SITE LIE WITHIN THE BOUNDARIES OF AN "EARTHQUAKE FAULT ZONE" AS DEFINED BY THE STATE OF CALIFORNIA IN THE ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING ACT.
13. PROPERTY IS LOCATED WITHIN FLOOD ZONE "X", (AREAS OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN) PER FIRM PANEL 06037C1795F EFFECTIVE 9/26/2008
14. ASSESSOR'S PARCEL NUMBER: 6145-003-902
15. PARKING PROVIDED: 58 ENCLOSED (2 PER UNIT IN GARAGE)
    58 DRIVEWAY PARKING (2 PER UNIT)
    1 TEMPORARY PARKING AT ENTRANCE
16. ALL OPEN SPACE AREAS, DRIVEWAYS, PRIVATE STREETS AND TRACTS WILL BE MAINTAINED BY THE HOA.

LEGAL DESCRIPTION

REAL PROPERTY IN THE CITY OF COMPTON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

THAT PORTION OF THE 249.89 ACRE PARCEL OF LAND IN THE CITY OF COMPTON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS ALLOTTED TO M. KELLER IN THE PARTITION OF THE TAJAUTA RANCHO AS SHOWN ON THE MAP FILED IN CASE NO. 1200 OF THE DISTRICT COURT OF THE 17TH JUDICIAL DISTRICT OF THE STATE OF CALIFORNIA IN AND FOR SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE TWO INCH PIPE SET AT THE NORTHWESTERLY CORNER OF LOT 2 IN TRACT NO. 3626 AS SHOWN ON THE MAP RECORDED IN BOOK 40 PAGE 96 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE NORTH 0° 33' 30" EAST ALONG THE EASTERLY LINE OF CENTRAL AVENUE, AS SHOWN ON LAST MENTIONED MAP, SAID LINE LYING 20.00 FEET EASTERLY OF THE CENTER LINE OF THE EXISTING STREET, A DISTANCE OF 500.85 FEET TO THE TRUE POINT OF BEGINNING;

THENCE CONTINUING NORTH 0° 33' 30" EAST 217.15 FEET;

THENCE NORTH 89° 35' 35" EAST, PARALLEL WITH THE CENTER LINE OF 134TH STREET, A DISTANCE OF 480.05 FEET;

THENCE NORTH 0° 33' 30" EAST, PARALLEL WITH SAID CENTRAL AVENUE, 123.00 FEET TO THE SOUTHERLY LINE OF 134TH STREET, 50 FEET WIDE;

THENCE NORTH 89° 35' 35" EAST, ALONG SAID SOUTHERLY LINE OF 134TH STREET, 100.14 FEET TO THE INTERSECTION WITH A LINE THAT IS PARALLEL WITH AND DISTANCE 580.13 FEET EASTERLY, AT RIGHT ANGLES FROM SAID EASTERLY LINE OF CENTRAL AVENUE;

THENCE SOUTH 0° 33' 30" WEST ALONG SAID PARALLEL LINE 340.15 FEET TO THE INTERSECTION WITH A LINE PARALLEL WITH THE NORTHERLY LINE OF SAID LOT 2 OF TRACT 3626, THAT PASSES THROUGH THE TRUE POINT OF BEGINNING;

THENCE SOUTH 89° 35' 35" WEST, 580.19 FEET TO THE TRUE POINT OF BEGINNING.

EXCEPT THAT PORTION LYING WITHIN CENTRAL AVENUE, AS DEDICATED TO THE CITY OF COMPTON.

EXISTING EASEMENTS

(5) AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 18, 1928 AS BOOK 26730, PAGE 490 OF OFFICIAL RECORDS. IN FAVOR OF: CITY OF COMPTON AFFECTS: SAID LAND

(6) AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 27, 1946 AS INSTRUMENT NO. 2858-O OF TORRENS. IN FAVOR OF: EVERETT G. KIDWELL AND FRANCES L. KIDWELL AFFECTS: SAID LAND

(7) AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, RECORDED DECEMBER 15, 1948 AS INSTRUMENT NO. 25932-G OF TORRENS. IN FAVOR OF: SOUTHERN CALIFORNIA GAS COMPANY AFFECTS: SAID LAND

(8) AN EASEMENT FOR SANITARY SEWER, INCLUDING THE RIGHT OF WAY FOR CONSTRUCTION AND MAINTENANCE AND INCIDENTAL PURPOSES, RECORDED JUNE 30, 1961 AS INSTRUMENT NO. 894 OF OFFICIAL RECORDS. IN FAVOR OF: ISADORE J BARTICK AND MARK CICERO NOTTINGHAM AFFECTS: SAID LAND

BENCHMARK:

L&T IN EAST CATCH BASIN 35FT NORTH OF BCR AT NORTHEAST CORNER OF CENTRAL AVENUE AND STOCKWELL STREET.

ELEV = 99.126

BASIS OF BEARINGS:

CENTERLINE OF CENTRAL AVENUE AS SHOWN ON TRACT NO. 53917 RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES IN BK 1296 PG 75 BEING N 00°22'05" E

PROPERTY ADDRESS:

1950 NORTH CENTRAL AVENUE
COMPTON, CA 90222

ASSESSOR PARCEL NUMBER:

APN: 6145-003-902

PROPOSED LOT AREA:

LOT	GROSS AND NET AREA (SF)	(AC)
1	131,898	3.028

DENSITY CALCULATIONS:

PROPOSED CONDOMINIUMS:	29 UNITS
NET AREA:	3.028 AC
PROPOSED DENSITY:	9.58 DU/AC

STATEMENT OF OWNERSHIP:

WE, THE UNDERSIGNED, DO HEREBY STATE THAT WE ARE THE RECORD OWNERS OF THE PROPERTY COMPRISING THIS VESTING TENTATIVE TRACT MAP AND THAT WE HAVE CONSENTED TO THE FILING OF SAID MAP.

COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF COMPTON, A PUBLIC BODY, CORPORATE AND POLITIC
CITY OF COMPTON
205 S WILLOWBROOK AVENUE
COMPTON, CA 90220
(310) 605-5500

BY: _____ DATE: _____

DEVELOPER:

THE OLSON COMPANY
3010 OLD RANCH PARKWAY, SUITE 100
SEAL BEACH, CA 90740-2751
(562) 596-4770

PREPARED BY:

ADVANCED CIVIL GROUP

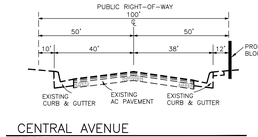
ADVANCED CIVIL GROUP, INC.
30251 GOLDEN LANTERN
SUITE E, PMB 251
LAGUNA NIGUEL, CA 92677
(866) 338-5778 PHONE
(866) 338-5778 FAX
WWW.ADVANCEDCIVILGROUP.COM

R. STEVEN AUSTIN, PE — DATE
RCE 68795 EXP: 9/30/21

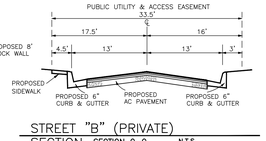
REGISTERED PROFESSIONAL ENGINEER — R. STEVEN AUSTIN — No. 68795 — Exp 9-30-2021 — CIVIL — STATE OF CALIFORNIA

SCALE: 1" = 20'
DATE: 10/30/2020
GROSS AREA: +/- 3.028 AC
CONTOURS: 1 FOOT
TOTAL LOTS: 1 NUMBERED
0 LETTERED
TOTAL UNITS: 29 SFH CONDOMINIUMS

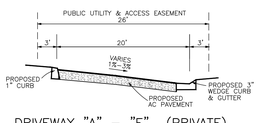
SP-3



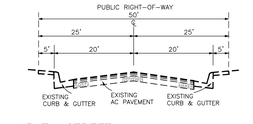
CENTRAL AVENUE SECTION SECTION A-A N.T.S.



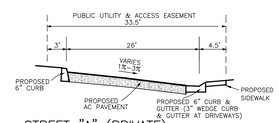
STREET "B" (PRIVATE) SECTION SECTION C-C N.T.S.



DRIVEWAY "A" – "E" (PRIVATE) SECTION SECTION E-E N.T.S.



134TH STREET SECTION SECTION B-B N.T.S.



STREET "A" (PRIVATE) SECTION SECTION D-D N.T.S.

LEGEND:

- EX STORM DRAIN STRUCTURE
- EX PALM TREE
- EX TREE
- EX SEWER MANHOLE
- EX STREETLIGHT
- EX FIRE HYDRANT
- EX UTILITY BOX
- EX STORM DRAIN MANHOLE
- EX CATCH BASIN
- EX POWER POLE
- EX TRAFFIC LIGHT
- EX UNDERGROUND UTILITY VAULT
- EX WATER VALVE COVER
- EX WATER METER
- EX MANHOLE
- EX STREET SIGN
- EX BOLLARD
- EX TRANSFORMER
- EX PROPERTY BOUNDARY
- EX STREET CENTERLINE
- EX RIGHT-OF-WAY
- EX PROPERTY LINE
- EX MAJOR CONTOUR
- EX MINOR CONTOUR
- EX SEWER LINE
- EX DOMESTIC WATER LINE
- EX FIRE WATER LINE
- EX RECYCLED WATER LINE
- EX STORM DRAIN LINE
- EX OVERHEAD ELECTRIC
- EX IRON FENCE
- EX CHAIN LINK FENCE
- EX BLOCK WALL
- EX RETAINING WALL
- EX CURB AND GUTTER
- EX SLOPE
- EX CONCRETE
- EX BUILDING
- EX ASPHALT
- 1 PR UNIT NUMBER
- PLAN 2 PR PLAN NUMBER
- PR CURB
- PR EDGE OF PAVEMENT
- PR SEWER LINE
- PR DOMESTIC WATER LINE
- PR STORM DRAIN LINE
- PR IRON FENCE
- PR BLOCK WALL
- PR 2:1 SLOPE
- 95.6 PR PAD ELEVATION

SCALE 1"=20'

20 10 0 20 40 60
SCALE: 1"=20'

TENTATIVE TRACT MAP NO. 83170

FOR CONDOMINIUM PURPOSES

SHEET 1 OF 1

PRINTED: 11.10.2020

SITE LIGHTING FIXTURE SCHEDULE

SYMBOL	TYPE	FIXTURE: LED	FIXTURE: FLUORESCENT	FIXTURE: HALOGEN	FIXTURE: H.P.S.	FIXTURE: M. HALIDE	VOLTS	LAMPS: NUMBER	LAMPS: WATTS AND TYPE	MOUNTING: PENDANT	MOUNTING: CEILING	MOUNTING: RECESSED	MOUNTING: WALL	DESCRIPTIONS AND VARIATIONS
	M	X					120	1	LED 60 WATT					LED POLE LIGHT MOUNTED AT +16'-0" A.F.G. PROVIDE HOUSE-SIDE SHIELDING. Atm SCULPTURED METALS #VC-25IT CST. FIXTURE SPECIFIED BY OWNER.

LIGHT FIXTURE CUT-SHEETS

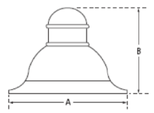
Architectural LED Area Lighting

SPECIFICATIONS

Job Information

Project:	Date:
Location:	
Fixture Type:	Cat. #
Lamp:	Volts:
Options & Accessories:	

DIMENSIONAL DRAWINGS



Model #	A	B	Max. Watt	EPA
SVE-1	24"	21"	60	4.0
SVE-2	26"	21"	120	4.8

Housing:
Corrosion resistant, Weather Tight Unit fabricated from spun Aluminum .080" Thick, Full Gasket Keeps out insects and Water.

Lens & Removable Door Assembly:
Hinged Door Assembly Formed from One Piece spun Aluminum .080" Corrosion Resistant Aluminum With Stainless Steel Fasteners. The Lens is A Clear 1/8" Tempered Flat Glass, Secured By Galvanized Lens Clips and Sealed With Silicone Gasket To Ensure Protection From The Harshest Environment.

Electrical Assembly:
High-efficiency 5000K, 80 CRI LED's are mounted to a aluminum-core circuit board and aluminum heat sink, ensuring optimal thermal management and long life. Designed to provide from 60k to more than 100k hours of performance. Standard and dimming drivers are available in 120v-277v and 347v-480v, 50/60Hz. Drivers have power factor >90% and THD <20%, rated for –40 Celsius operations. Expected driver life is over 60k hrs. 2kv surge suppression protection standard

Optics:
Precision reflective optics for optimum light distribution through the flat glass lens. Available in (5) distribution patterns.

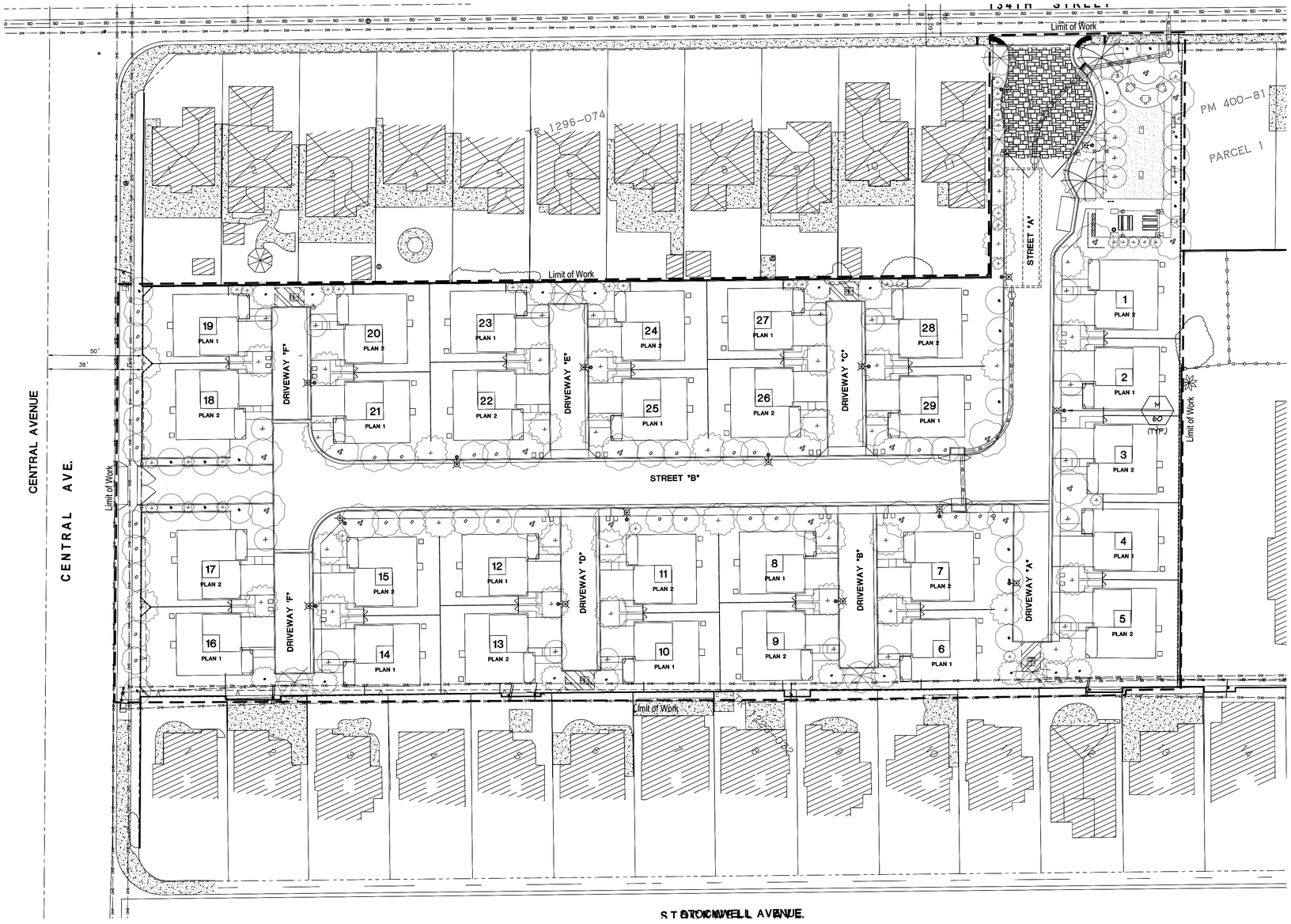
Finish:
Thermoset Polyester Textured Powder Coat Finish, Chemically Pretreated Through a Multi-Stage Washer. Oven Baked at 400 Deg. Fahrenheit to insure Maximum Adherence.

ORDERING INFORMATION:

Model	Optics	Source	Milliamps	Voltage	Mounting	Finish	Options
• SVE-1 • SVE-2	Type I • (T1) Type II • (T2) Type III • (T3) Type IV • (T4) Type V • (T5)	# of LED's Eighteen • (18L) @ 40 watts 5,400 lumens Eighteen • (18H) @ 60 watts 7,500 lumens SJO-2 only Thirty Six • (36H) @ 120 watts 15,000 lumens	700mA • (700L) 860mA • (860M) 1050mA • (1050H)	120-277v Universal Voltage • (UV) 347-480v • (UH)	Radius Arm • (RA21)	Texture Bronze • (BZ) White • (WT) Black • (BK) Green • (GN) Grey • (GY) Other colors available Consult Factory	Smart Sensor 120 - 277V • (SS___) Single Fuse • (SF) Double Fuse • (DF) Internal House Side Shield • (IHHS)

ELECTRICAL SITE PLAN

SCALE: 1" = 30'-0"



The Olson Company

THE OLSON COMPANY
3010 OLD RANCH PARKWAY
SUITE 100
SEAL BEACH, CALIFORNIA 90740
PHONE NO. 562.596.4770

COMPTON - 134TH & CENTRAL

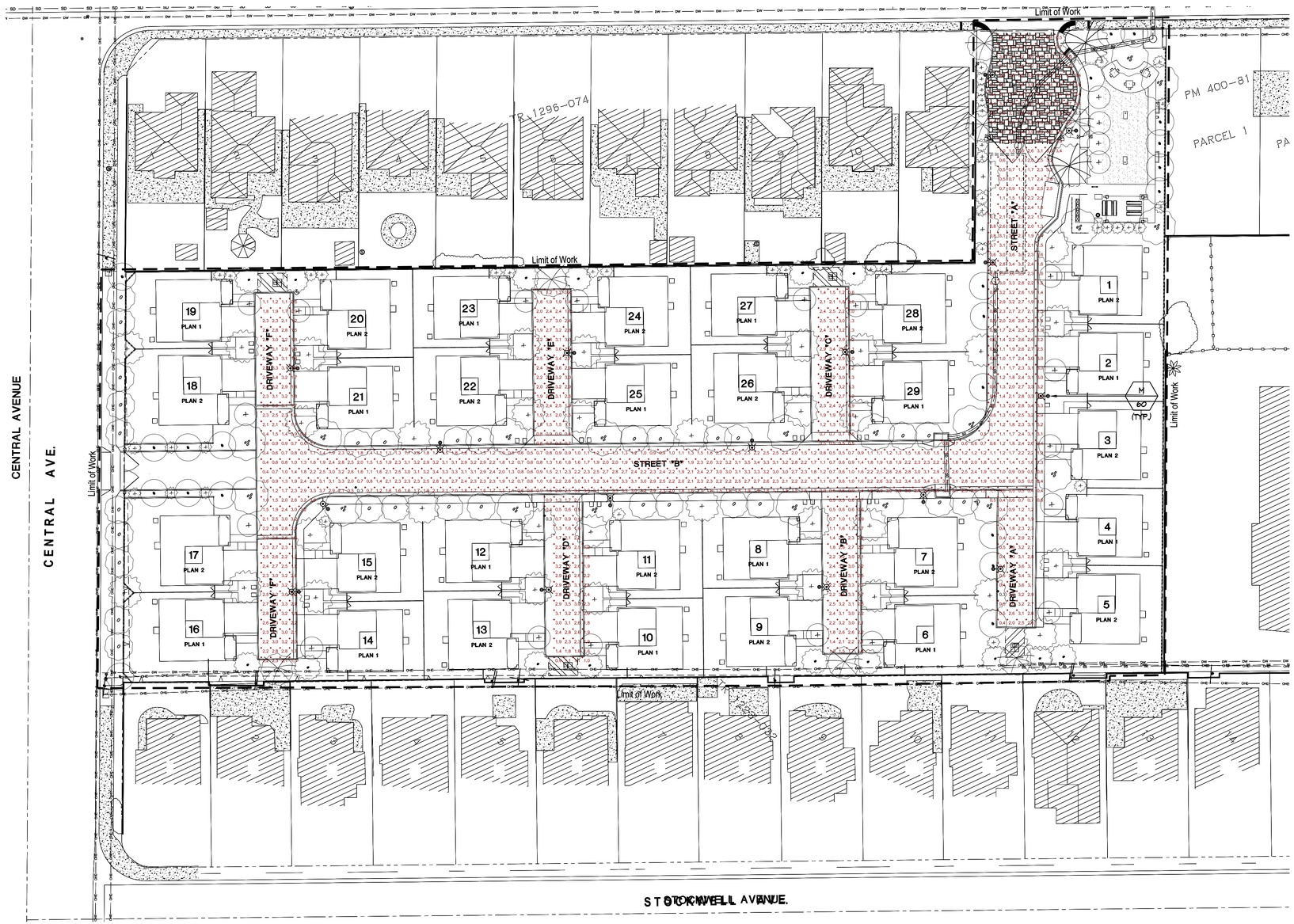
SOUTHWEST GROUP
ENGINEERING CONSULTANTS, INC.
9201 Research Dr. Irvine CA 92618
Tel (949) 387-8989 Fax (949) 387-3993
www.swgengineering.com
CHK. BY: L.H. SWG No. OLS201243

REGISTERED PROFESSIONAL ENGINEER
ROY M. LEE
E 014840
Exp. 6-30-21
ELECTRICAL
STATE OF CALIFORNIA

2nd City Submittal | OLS201243
Date: Oct. 28, 2020

ES1

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Driveway	+	2.1 fc	4.0 fc	0.3 fc	13.3:1	7.0:1



PHOTOMETRIC SITE PLAN

SCALE: 1" = 30'-0"

The Olson Company

THE OLSON COMPANY
3010 OLD RANCH PARKWAY
SUITE 100
SEAL BEACH, CALIFORNIA 90740
PHONE NO. 562.596.4770

COMPTON - 134TH & CENTRAL

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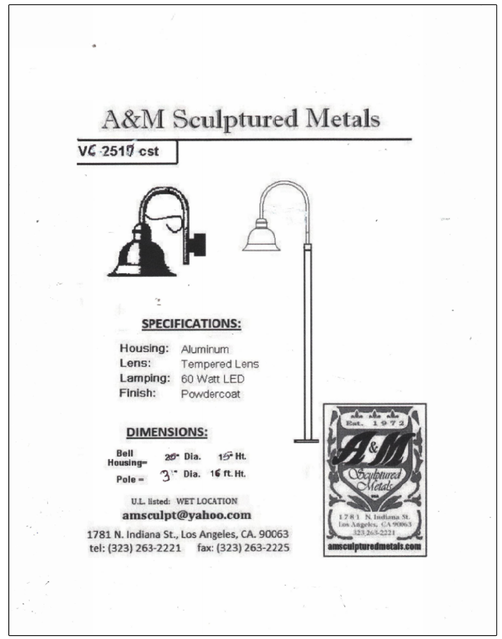
9201 Research Dr. Irvine CA 92618
Tel (949) 387-8989 Fax (949) 387-3993
www.swgengineering.com
CHK. BY: L.H. SWG No. OLS201243

REGISTERED PROFESSIONAL ENGINEER ROY M. LEE E 014840 Exp. 6-30-21 ELECTRICAL STATE OF CALIFORNIA

2nd City Submittal | OLS201243 Date: Oct. 28, 2020

ES2



A&M Sculptured Metals

VC-2510-cst

SPECIFICATIONS:

Housing:	Aluminum
Lens:	Tempered Lens
Lamping:	60 Watt LED
Finish:	Powdercoat

DIMENSIONS:

Bell Housing= 20" Dia. 15" Ht.

Pole = 3" Dia. 16 ft. Ht.

U.L. listed: WET LOCATION

amsculpt@yahoo.com

1781 N. Indiana St., Los Angeles, CA. 90063

tel: (323) 263-2221 fax: (323) 263-2225

Est. A&M 1972 — A&M Sculptured Metals — 1781 N. Indiana St. Los Angeles, CA 90063 (323)263-2221 — amsculpturedmetals.com

THE OLSON COMPANY
3010 OLD RANCH PARKWAY
SUITE 100
SEAL BEACH, CALIFORNIA 90740
PHONE NO. 562.596.4770

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www.swgengineering.com
CHK. BY: L.H. SWG No. OLS201243

REGISTERED PROFESSIONAL ENGINEER — ROY M. LEE — E 014840 — Exp. 6-30-21 — CIVIL — STATE OF CALIFORNIA

July 13, 2021

TO: **MAYOR AND CITY COUNCIL MEMBERS**

FROM: **CITY MANAGER**

SUBJECT: **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING AN AGREEMENT FOR THE PURCHASE OF CERTAIN REAL PROPERTY LOCATED ON THE EAST SIDE OF CENTRAL AVENUE, NORTH OF COMPTON BOULEVARD, AND SOUTH OF BRAZIL STREET IN THE CITY OF COMPTON, AND IDENTIFIED AS LOS ANGELES COUNTY TAX ASSESSOR'S PARCEL NUMBER 6143-011-018**

SUMMARY

Staff respectfully requests the City Council adopt a Resolution approving the execution and delivery of a Purchase and Sale Agreement and Escrow Instructions (the "Purchase Agreement") by and between the City of Compton (the "City") and Mr. Abdul Rehman Bhamani, (the "Seller"), making certain findings, and finding the project exempt from the California Environmental Quality Act.

BACKGROUND

The property subject to the Purchase Agreement is an approximately 450 square foot real property located on the east side of Central Avenue, north of Compton Boulevard, and south of Brazil Street in the City of Compton, and identified as Los Angeles County Tax Assessor's Parcel Number 6143-011-018 in the City (the "Property"). The Property is described more particularly in Exhibit A and depicted on Exhibit B to the Agreement for Purchase and Sale and Escrow Instructions Between City of Compton and Abdul Rehman Bhamani ("Agreement"). The Agreement is attached as Attachment 1 to the Resolution.

The City extended to Seller a written offer dated February 8, 2021 pursuant to Government Code Section 7267.2 to purchase the Property in fee for a public use, namely for public access and road purposes, and all uses necessary or convenient thereto in connection with a potential affordable housing project on the parcel located at 250 North Central, and identified as APNs 6143-011-902 and 6143-011-903 ("SA Parcel"). The SA Parcel is owned by the Successor Agency to the Community Redevelopment Agency of the City of Compton, successor in interest to the Community Redevelopment Agency of the City of Compton, a public body corporate and politic. The Property is bounded on three sides by the SA Parcel.

STATEMENT OF THE ISSUE

The Parties negotiated the City's purchase of the Property and have reached an agreement regarding the terms of the City's purchase of the Property, subject to ratification by the City Council.

As set forth in the Agreement attached as Attachment 1 to the Resolution, the purchase price is $25,000. Pursuant to the Agreement, the City will also deposit a 3% commission ($750) into Escrow for the benefit of Sarina Amersi, real estate broker and daughter of the Seller, who represented Seller in this transaction. City Staff is also requesting an amount not to exceed $10,000 for associated escrow and title services.

The resolution also contains a finding that the project is exempt from CEQA pursuant to Section(s) Section 15061(b)(3) of the State CEQA Guidelines.

FISCAL IMPACT

The purchase price of $25,000, commission in the amount of $750, plus escrow and title charges not to exceed $10,000 are available in Account No. 1205-920-000-4301.

RECOMMENDATION

That the City Council adopt the attached resolution approving the execution and delivery of the Purchase and Sale Agreement by and between the City and the Seller, making certain findings, and finding the project exempt from the California Environmental Quality Act.

CRAIG J. CORNWELL
CITY MANAGER

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING AN AGREEMENT FOR THE PURCHASE OF CERTAIN REAL PROPERTY LOCATED ON THE EAST SIDE OF CENTRAL AVENUE, NORTH OF COMPTON BOULEVARD, AND SOUTH OF BRAZIL STREET IN THE CITY OF COMPTON, AND IDENTIFIED AS LOS ANGELES COUNTY TAX ASSESSOR'S PARCEL NUMBER 6143-011-018

WHEREAS, the City of Compton ("City") seeks to purchase in fee that certain approximate 450 square foot real property located on the east side of Central Avenue, north of Compton Boulevard, and south of Brazil Street in the City of Compton, and identified as Los Angeles County Tax Assessor's Parcel Number ("APN") 6143-011-018 ("Property") for public use, namely for public access and road purposes, and all uses necessary or convenient thereto to provide access to the real property located at 250 North Central, and identified as APNs 6143-011-902 and 6143-011-903 ("SA Parcel"), which is owned by the Successor Agency to the Community Redevelopment Agency of the City of Compton, successor in interest to the Community Redevelopment Agency of the City of Compton, a public body corporate and politic, in connection with an affordable housing project on the SA Parcel ("Project"); and

WHEREAS, Abdul Rehman Bhamani ("Owner") holds title to an undivided 5/6 interest in the Property; and

WHEREAS, the Property is described more particularly in Exhibit A and depicted on Exhibit B to the Agreement for Purchase and Sale and Escrow Instructions Between City of Compton and Abdul Rehman Bhamani(APN 6143-011-018) ("Agreement"), which is attached as Attachment 1 to this Resolution; and

WHEREAS, the City extended to Owner a written offer dated February 8, 2021 pursuant to Government Code Section 7267.2 to purchase the Property in fee in connection with the Project; and

WHEREAS, the Parties negotiated the City's purchase in fee of the Property and have reached an agreement regarding the terms of the City's purchase of the Property, subject to ratification by the City Council; and

WHEREAS, the purchase price of $25,000, commission in the amount of $750, plus escrow and title charges not to exceed $10,000 are available in Account No. 1205-920-000-4301.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. That the above recitals are all true and correct.

Section 2. That the City Council finds the project exempt from CEQA, pursuant to Section 15061(b)(3) of the California Environmental Quality Act (CEQA) Guidelines, the activity, the purchasing of vacant land by the City of Compton, is covered by the general rule that CEQA applies only to projects, which have the potential for causing significant effect on the environment and hereby directs staff to file a notice of exemption with the County Clerk.

Section 3. That the City Manager is hereby authorized to execute the PSA between the City and the Seller in substantially the form attached hereto as Attachment 1, with such changes thereto as the City Manager and counsel to the City agree are required or appropriate to carry out the intent of this Resolution.

Section 4. That the purchase price of $25,000, commission in the amount of $750, plus escrow and title charges not to exceed $10,000 are available in Account No. 1205-910-000-4391 and the anticipated total costs of the acquisition is not to exceed $35,750.

Section 5. That the City Manager, or his designee, are hereby authorized, jointly and severally, to execute and deliver any and all necessary documents and instruments, and to do all things which they may deem necessary or proper to effectuate the purposes of this Resolution and the PSA, and any such actions previously taken are hereby ratified and confirmed.

Section 6. That a certified copy of this Resolution shall be filed in the offices of the City Clerk, City Manager, Grants Division, City Attorney and City Controller's Office.

Section 7. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

ADOPTED this _____ day of _____, 2021.

_____
MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF COMPTON)

I, Alita L. Godwin, City Clerk of the City of Compton, do hereby certify that the foregoing resolution was adopted by the City Council, signed by the Mayor, and attested by the City Clerk at a regular meeting thereof held on the _____ day of _____, 2021.

That said resolution was adopted by the following vote, to wit:

AYES: **Council Members-**
NOES: **Council Members-**
ABSENT: **Council Members-**
ABSTAIN: **Council Members-**

_____
CITY CLERK OF THE CITY OF COMPTON

AGREEMENT FOR PURCHASE AND SALE AND ESCROW INSTRUCTIONS BETWEEN CITY OF COMPTON AND ABDUL REHMAN BHAMANI(APN 6143-011-018)

THIS AGREEMENT FOR PURCHASE AND SALE AND ESCROW INSTRUCTIONS BETWEEN THE CITY OF COMPTON AND ABDUL REHMAN BHAMANI (APN 6143-011-018) ("Agreement") is entered into by and between the CITY OF COMPTON, a municipal corporation ("Buyer" or "City") and ABDUL REHMAN BHAMANI ("Seller") and constitutes an agreement to purchase and sell certain real property between Seller and Buyer and the joint escrow instructions directed to First American Title Insurance ("Escrow Holder" or "Title Company"). Seller and Buyer are referred to below collectively as the "Parties". The Agreement is effective on the date it is fully executed by the Parties ("Effective Date").

RECITALS

A. Seller Abdul Rehman Bhamani holds title to an undivided 5/6 interest in that certain approximate 450 square foot real property located on the east side of Central Avenue, north of Compton Boulevard, and south of Brazil Street in the City of Compton, and identified as Los Angeles County Tax Assessor's Parcel Number (APN) 6143-011-018, and described more particularly in Exhibit "A" and depicted on Exhibit "B" attached hereto and incorporated herein by this reference. Said undivided 5/6 interest of Seller in and to said property described in Exhibit "A" and depicted on Exhibit "B" hereto is referred to below as the "Property". The Property includes all of the interests of Seller in and to the Property, including all improvements thereon, and any rights, title, and interest of Seller in and to adjacent streets, alleys, or rights of way .

B. The City seeks to acquire all of Seller's interest in the Property to provide access to the real property located at 250 North Central, and identified as APNs 6143-011-902 and 6143-011-903 ("SA Parcel"), which is owned by the Successor Agency to the Community Redevelopment Agency of the City of Compton, successor in interest to the Community Redevelopment Agency of the City of Compton, a public body corporate and politic ("Successor Agency")

C. City extended to Seller a written offer dated February 8, 2021 pursuant to Government Code Section 7267.2 to purchase in fee the Property for public use, namely public access and road purposes, and all uses necessary or convenient thereto in connection with a potential affordable housing project on the SA Parcel.

D. The Parties negotiated the City's purchase in fee of the Property and have reached an agreement regarding the terms of the City's purchase of the Property, subject to ratification by the City Council.

E. The Parties acknowledge that City is authorized to acquire real property by eminent domain for a public use, including public street purposes, and all uses necessary or convenient thereto, including, but not limited to, street and access purposes in connection with the Project pursuant to the authority conferred upon the City of Compton by California Constitution Article 1, Section 19, California Government Code Sections 37350, 37350.5, 37351, 37364, 40401 and

40404 and California Code of Civil Procedure Section 1230.010 *et seq*. (Eminent Domain Law), including but not limited to Code of Civil Procedure Sections 1240.010, 1240.020, 1240.050, 1240.110, and 1240.120. The Project is a public use for which City has the authority to exercise the power of eminent domain. The City Council of the City of Compton, as City's governing body, has sole discretion to make the findings required by Code of Civil Procedure Section 1240.030 for the adoption of a resolution of necessity pursuant to the Eminent Domain Law. (Code of Civil Procedure Section 1245.220). The adoption of any such resolution of necessity would require City's compliance with applicable law, including Government Code Section 7260 *et seq*. and the Eminent Domain Law. This Agreement is not a commitment or announcement of intent to acquire any other real property interests that City may need for the Project. Seller is solely responsible for consulting its tax advisors or seeking a letter ruling from the Internal Revenue Service regarding the applicability of 26 U.S.C. Section 1033 to Seller's sale of the Property to the City in connection with the Project. The City makes no express or implied representation regarding the applicability of 26 U.S.C. Section 1033 to this transaction.

F. Seller desires to sell to City the Property and City desires to purchase the Property on the terms and conditions set forth herein.

NOW, THEREFORE, in consideration of the above Recitals, which are incorporated herein by this reference and for other valuable consideration, the sufficiency of which is hereby acknowledged, City and Seller agree as follows.

1. **SALE, PURCHASE PRICE, AND ADDITONAL CONSIDERATION**.

1.1 Sale and Purchase. Seller agrees to sell to the City the Property described in Exhibit "A" and depicted on Exhibit "B" hereto, and the City agrees to purchase the Property, subject to the terms and conditions set forth in this Agreement. On the Close of Escrow (as defined in Section 2 below), Seller agrees to sell in fee to the City the approximate 450 square foot Property, and the City agrees to purchase in fee the Property pursuant to a Grant Deed, in the form of which is attached as Exhibit "C" hereto, and incorporated herein by this reference.

1.2 Purchase Price. The total purchase price for the Property is $25,000 (Twenty-Five Thousand Dollars) ("Purchase Price").

1.3 Additional Consideration. As additional consideration for Seller's sale to Buyer of the Property, Buyer agrees to deposit with Escrow Holder the sum of $750 for the benefit of Sarina Amersi, the real estate broker representing Seller in this transaction. The $750 represents a three percent (3%) commission based on the Purchase Price of $25,000.

2. **OPENING AND CLOSE OF ESCROW**. Within five (5) business days after the Effective Date, City will deliver a copy of the fully-executed Agreement to Escrow Holder. Opening of Escrow means the date on which Escrow Holder receives a copy of the fully-executed Agreement. The Parties can execute the Agreement in counterparts as set forth in Section 16.3 below. This Agreement shall serve as the instructions to Escrow Holder for consummation of the transactions contemplated hereby. City and Sellers agree to execute such additional and supplementary escrow instructions as may be appropriate to enable Escrow Holder to comply with the terms of this Agreement; provided, however, that in the event of any conflict between the terms

and provisions of this Agreement and the terms and provisions of any supplementary escrow instructions, the terms and provisions of this Agreement shall control. For purposes of the Agreement, Close of Escrow (or Closing) is the date on which the Grant Deed for the Property is recorded in the Official Records of the County of Los Angeles. The Close of Escrow will occur no later than July 24, 2021.

3. **TITLE AND TITLE INSURANCE**.

3.1 General. Title to the Property shall be conveyed by a Grant Deed in the form attached hereto as Exhibit "C".

3.2 Title Insurance. Upon the Opening of Escrow, Esrow Holder will obtain and issue a title commitment for the Property. Escrow Holder will also request two copies each of all instruments identified as exceptions to title on said title commitment and deliver these intruments to Buyer and Seller. Escrow Holder will insure City's interest in the Property at the Close of Escrow by a CLTA Owner's Standard Coverage Policy of Title Insurance in the amount of the Purchase Price ("Title Policy"), with liability in the full amount of the Purchase Price, insuring title to the Property as vested in the City, free and clear of all liens and encumbrances and other matters affecting title to the Property, subject only to the following permitted conditions of title (the "Permitted Title Exceptions"):

a. General and special real property taxes and assessments for the then current tax fiscal year which are a lien not then due and payable;

b. The applicable zoning, building, and development regulations of any municipality, county, state, or federal jurisdiction affecting the Property;

c. Such other exceptions listed in the Preliminary Title Report that have been approved by City; and

d. Any exceptions directly or indirectly caused by City or City's agents, employees or contractors.

4. **ESCROW, DEPOSITS, AND RECORDATION OF GRANT DEED**.

4.1 Seller Deposits. Before the Close of Escrow, Seller shall deposit into escrow the following:

a. A grant deed conveying the Property to Buyer, in the form attached hereto as Exhibit "C", duly executed by Seller and acknowledged ("Grant Deed");

b. A California 593 certificate and federal non-foreign affidavit (with respect to Seller); and

c. Any other documents reasonably required by Escrow Holder to be deposited by Seller to carry out this escrow.

4.2 Buyer Deposits. Buyer will deposit into escrow the following before the Close of Escrow (properly executed and acknowledged, if applicable):

a. An executed and acknowledged "Certificate of Acceptance" in the form attached to the Grant Deed (attached hereto as Exhibit "C");

b. The City covenants and agrees to deposit with Escrow Holder the Purchase Price and Additional Consideration discussed in Sections 1.2 and 1.3, respectively, and such escrow funds as are required within five (5) business days of receiving written notice from Escrow Holder regarding the confirmation of the completion of the conditions required herein for the Close of Escrow; and

c. Any other documents reasonably required by Escrow Holder to be deposited by Buyer to carry out this escrow.

4.3 Conditions to the Close of Escrow. Escrow shall not close unless and until both Parties have deposited with Escrow Holder all sums and documents required to be deposited as provided in Sections 4.1 and 4.2 of this Agreement. Additionally, Buyer's obligation to proceed with the transaction contemplated by this Agreement is subject to the satisfaction of all of the following conditions precedent, which are for Buyer's benefit and may be waived only by Buyer:

a. Seller shall have performed all conditions required to be performed by Seller hereunder.

b. Title Company shall have issued or shall have committed to issue the Title Policy to Buyer, for the amount of the Purchase Price, showing fee title to the Property to be vested in Buyer subject only to the Permitted Title Exceptions. Escrow Holder will use the proceeds of the Purchase Price to obtain a full reconveyance of any monetary liens encumbering the Property, so that said Property is free and clear of monetary liens and encumbrances at the Close of Escrow.

c. If any of the conditions to Close of Escrow are not timely satisfied for a reason other than a default of Buyer or Seller under this Agreement, and this Agreement is terminated, then upon termination of this Agreement, Escrow Holder shall promptly return to Buyer all funds (and all interest accrued thereon) and documents deposited by Buyer in escrow and to return to Seller all funds and documents deposited by Seller in escrow that are held by Escrow Holder on the date of the termination (less any escrow cancellation charges).

4.4 Recordation of Grant Deed; Delivery of Funds and Possession. Upon receipt of the funds and instruments described in Sections 4.1 and 4.2 and satisfaction of the conditions herein, Escrow Holder shall cause the Grant Deed to be recorded in the Official Records of the County of Los Angeles. Thereafter, Escrow Holder shall deliver the proceeds of this escrow (less appropriate charges as shown on a preliminary Settlement Statement executed by Buyer and Seller) to Seller, and Seller shall deliver possession of the Property to Buyer free and clear of all occupants.

4.5 Prorations. Real property taxes for the Property shall not be prorated, but must be paid by Seller for the current tax period. Seller may apply for a refund of property taxes

in the event any property taxes paid are allocable to the period after the Close of Escrow and Buyer will reasonably cooperate with Buyer in connection with providing relevant documentation to Seller regarding the purchase of the Property. Buyer, as a municipal corporation acquiring property within its jurisdiction, is exempt from property taxes. All property assessments shall be prorated between Buyer and Seller as of the Close of Escrow based on the latest available tax information. All prorations for such assessments shall be determined on the basis of a 365-day year. Escrow Holder is authorized to pay from the Purchase Price any unpaid delinquent taxes and/or penalties and interest thereon, and for any delinquent or non-delinquent assessments or bonds recorded against the Property.

4.6 Costs of Escrow. City will pay for the cost of the Title Policy. City will also pay for escrow fees and Escrow Holder's customary out-of-pocket expenses for messenger services, long distance telephone calls, etc. City will pay for recording the Grant Deed, and any documentary or other local transfer taxes, if any, and any recording costs (if any).

4.7 Escrow Cancellation Charges. If escrow fails to close through no fault of either party, the City will pay all escrow and title cancellation charges. In the event that this escrow shall fail to close by reason of the default of either party hereunder, the defaulting party shall be liable for all escrow and title cancellation charges.

5. **BROKERS**. Except for Seller's respresentation in this transaction by Sarina Amersi as discussed in Section 1.3 above, Seller agrees that Seller has not been represented by any other broker in connection with this transaction. The deposit by Buyer into escrow of the $750 discussed in Section 1.3 for the benefit of Ms. Amersi is the total that Buyer shall pay towards any broker commission in connection with this transaction. Seller is soley responsible for the payment of any additional commission(s) to any broker(s) in accordance with the agreement between Seller and such broker. Except as otherwise set forth in this Agreement, Seller covenants and agrees that Seller shall soley bear any other broker fee or commission that may be due or payable in connection with the closing of the transaction contemplated by this Agreement through any such broker's dealings with Seller. Seller agrees to defend, indemnify and hold harmless Buyer and its respective employees, agents, representatives, council members, attorneys, successors and assigns, from and against all claims of any agent, broker, finder or other similar party arising from or in connection with its activities relating to the sale of the Property to Buyer.

6. **REPRESENTATION AND WARRANTIES OF SELLER**. Seller hereby represents and warrants to City the following, it being expressly understood and agreed that all such representations and warranties are to be true and correct as of the Close of Escrow and will survive the Close of Escrow:

6.1 That to the best of Seller's knowledge on the Close of Escrow (i) the Property will be free and clear of Hazardous Materials (defined in Section 12.1. below) or toxic substances and waste, including, but not limited to, asbestos; (ii) businesses, if any, on the Property have disposed of their waste in accordance with all applicable statutes, ordinances, and regulations; and (iii) Seller has no notice of any pending or threatened action or proceeding arising out of the condition of the Property or alleged violation of Environmental Laws (defined in Section 12.2. below), health or safety statutes, ordinance, or regulations.

6.2 That Seller is the sole owner of the Property free and clear of all liens, claims, encumbrances, easements, encroachments from adjacent properties, encroachments by improvements or vegetation on the Property onto adjacent property, or rights of way of any nature, other than those that may appear on the title commitment. Seller will not further encumber the Property or allow the Property to be further encumbered prior to the Close of Escrow.

6.3 Neither this Agreement nor anything provided to be done hereunder, including the transfer of the Property to City, violates or will violate any contract, agreement, or instrument to which Seller is a party, or which affects the Property, and the Seller's grant to City of the Property pursuant to this Agreement does not require the consent of any party not a signatory hereto.

6.4 There are no claims or liens presently claimed or that will be claimed against the Property by contractors, subcontractors, or suppliers, engineers, architects, surveyors or others that may have lien rights for work performed or commenced prior to the Effective Date. Seller agrees to hold City harmless from all costs, expenses, liabilities, losses, charges, fees, including reasonable attorneys' fees, arising from or relating to any such lien or any similar lien claimed against the Property and arising from work performed or commenced prior to the Close of Escrow.

6.5 Except for any interest of the Successor Agency in connection with the Property, there are no written or oral leases or contractual right or option to lease, purchase, or otherwise enjoy possession, rights, or interest of any nature in and to the Property, or any part thereof, and no persons have any right of possession to the Property thereof. Seller agrees to hold City harmless from all costs, expenses, liabilities, losses, charges, fees, including attorneys' fees, arising from or relating to any claims by any person or entity claiming rights to possession of any portion of the Property, except for any claims made by the Successor Agency.

6.6 Seller has no knowledge of any pending, threatened or potential litigation, action or proceeding against Seller or any other party before any court or administrative tribunal that involves the Property.

7. **REPRESENTATIONS AND WARRANTIES OF CITY**. City hereby represents and warrants to Seller the following, it being expressly understood and agreed that all such representations and warranties are to be true and correct as of the Close of Escrow and will survive the Close of Escrow:

7.1 City has taken all required action to permit it to execute, deliver, and perform its obligations under this Agreement.

7.2 City has the power and authority to execute and deliver this Agreement and carry out its obligations hereunder and consummate the transaction contemplated herein.

8. **TOTAL CONSIDERATION**.

8.1 City's Payment of Purchase Price. City's payment to Seller of the Purchase Price set forth in Section 1.2 and deposit with Escrow of the Additional Consideration set forth in Section 1.3 above is an all-inclusive settlement and is the full and complete consideration and payment of just compensation for the fair market value of the Property, any improvements located

on the Property, inverse condemnation, precondemnation damages, attorneys' fees, real estate broker commissions, interest, appraisal costs, loss of rents, lost profits, any other damages of every kind and nature suffered by Seller by reason of City's acquisition of the Property or the proposed Project for which City is acquiring the Property, and all costs and expenses whatever in connection therewith.

8.2 No Loss of Business Goodwill. Seller further acknowledges and agrees that Seller will not suffer any loss of goodwill under Code of Civil Procedure Section 1263.510 as a result of City's acquisition of the Property or the construction of the Project because the Property is a vacant, unimproved parcel and no business is operated on said parcel. Under Code of Civil Procedure Section 1263.510, the owner of a business conducted on the property taken, or on the remainder if the property is part of a larger parcel, will be compensated for loss of goodwill if the owner proves that (i) the loss is caused by City's acquisition of the property or the injury to the remainder; (ii) the loss cannot reasonably be prevented by a relocation of the business or by taking steps and adopting procedures that a reasonably prudent person would take and adopt in preserving the goodwill; (iii) compensation for the loss will not be included in payments under Government Code Section 7262; and (iv) compensation for the loss will not be duplicated in the compensation otherwise awarded to the owner.

8.3 No Relocation Assistance. The Property consists of a vacant, unimproved parcel, except for failing asphalt pavement. The City's acquisition of the Property will not result in the displacement of any person or business. Accordingly, no relocation assistance and benefits pursuant to applicable federal or state relocation laws or regulations, including without limitation, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. Section 4601 *et seq*.), if applicable, or under Title 1, Division 7, Chapter 1 of the Government Code of the State of California (Section 7260 *et seq*.), or the Relocation Assistance and Real Property Acquisition Guidelines (Chapter 6 of Title 25 of the California Code of Regulations) are triggered as a result of the City's acquisition of the Property in connection with the Project.

9. **RELEASES.**

9.1 This Agreement is a voluntary agreement and Seller on the Close of Escrow, on behalf of Seller, Seller's successors and assigns, fully releases City, its Councilmembers, officers, counsel, employees, representatives and agents, from all claims and causes of action by reason of any damage that has been sustained, or may be sustained, as a result of City's efforts to acquire the Property, or any preliminary steps thereto. Seller further releases and agrees to hold City harmless from any and all claims and causes of action asserted by any party claiming to have rights to possession of any portion of the Property.

9.2 Seller acknowledges that it may have sustained damage, loss, costs or expenses that are presently unknown and unsuspected, and such damage, loss, costs or expenses that may have been sustained, may give rise to additional damages, loss, costs or expenses in the future. Nevertheless, Seller hereby acknowledges that this Agreement has been negotiated and agreed upon in light of that situation, and hereby expressly waives any and all rights that Seller may have under California Civil Code Section 1542 as it relates to the releases set forth in this Section 7, or under any statute or common law or equitable principle of similar effect. California Civil Code Section 1542 provides as follows:

"A general release does not extend to claims that the creditor or releasing party does not know or suspect to exist in his or her favor at the time of executing the release and that, if known by him or her, would have materially affected his or her settlement with the debtor or released party."

Seller's Initials: _____ City's Initials: _____

This Section 9 will survive the Close of Escrow.

10. **WAIVER OF ANY RIGHTS PURSUANT TO CODE OF CIVIL PROCEDURE SECTION 1245.245**. Seller has reviewed Code of Civil Procedure Section 1245.245, a copy of which is attached as Exhibit "D" hereto and incorporated herein by this reference. Seller expressly waives any rights that it may have pursuant to Code of Civil Procedure Section 1245.245 to re-purchase the Property from Buyer if Buyer has not used the Property in connection with the Project within ten (10) years of the sale of the Property to Buyer. .

Seller's Initials: _____

This Section 10 will survive the Close of Escrow.

11. **CITY'S CONTINGENCIES**. For the benefit of City, the Close of Escrow and City's obligation to consummate the purchase of the Property will be contingent upon and subject to the occurrence of all of the following (or City's written waiver thereof, it being agreed that City can waive any or all such contingencies) on or before the Close of Escrow:

11.1 That as of the Close of Escrow the representations and warranties of Seller contained in this Agreement are all true and correct;

11.2 The delivery to Escrow Holder of all documents pursuant to Sections 4.2 and 4.3 of this Agreement;

11.3 Escrow Holder's commitment to issue, in favor of City, the Title Policy with liability equal to the Purchase Price showing City's interest in the Property, subject only to the Permitted Title Exceptions; and

11.4 City's approval prior to the Close of Escrow of any due diligence testing, environmental site assessment, soils or geological reports, or other physical inspections of the Property that City might perform prior to the Close of Escrow.

12. **CERTAIN DEFINITIONS**.

12.1 The term "Hazardous Materials" will mean and include the following, including mixtures thereof: any hazardous substance, pollutant, contaminant, waste, by-product or constituent regulated under the Comprehensive Environmental Response, Compensation and Liability Act, 42 U.S.C. Section 9601 *et seq*.; oil and petroleum products and natural gas, natural gas liquids, liquefied natural gas and synthetic gas usable for fuel; pesticides regulated under the

Federal Insecticide, Fungicide, and Rodenticide Act, 7 U.S.C. Section 136 *et seq*.; asbestos and asbestos-containing materials, PCBs and other substances regulated under the Toxic Substances Control Act, 15 U.S.C. Section 2601 *et seq*.; source material, special nuclear material, by-product material and any other radioactive materials or radioactive wastes, however produced, regulated under the Atomic Energy Act or the Nuclear Waste Policy Act of 1982; chemicals subject to the OSHA Hazard Communication Standard, 29 C.F.R. Section 1910.1200 *et seq*.; industrial process and pollution control wastes, whether or not hazardous within the meaning of the Resource Conservation and Recovery Act, 42 U.S.C. Section 6901 *et seq*.; any substance defined as a "hazardous substance" in California Civil Code Section 2929.5(e)(2) or California Code of Civil Procedure Section 736(f)(3); and any other substance or material regulated by any Environmental Laws.

12.2 The term "Environmental Laws" will mean and include all federal, state and local statutes, ordinances, regulations and rules in effect on or prior to the Effective Date relating to environmental quality, health, safety, contamination and clean-up, including, without limitation, the Clean Air Act, 42 U.S.C. Section 7401 *et seq*.; the Clean Water Act, 33 U.S.C. Section 1251 *et seq*.; and the Water Quality Act of 1987; the Federal Insecticide, Fungicide, and Rodenticide Act 7 U.S.C. Section 136 *et seq*.; the Marine Protection, Research, and Sanctuaries Act, 33 U.S.C. Section 1401 *et seq*.; the National Environmental Policy Act, 42 U.S.C. Section 4321 *et seq*.; the Noise Control Act, 42 U.S.C. Section 4901 *et seq*.; the Occupational Safety and Health Act, 29 U.S.C. Section 651 *et seq*.; the Resource Conservation and Recovery Act 42 U.S.C. Section 6901 *et seq*.; as amended by the Hazardous and Solid Waste Amendments of 1984; the Safe Drinking Water Act, 42 U.S.C. Section 300f *et seq*.; the Comprehensive Environmental Response, Compensation and Liability Act 42 U.S.C. Section 9601 *et seq*. as amended by the Superfund Amendments and Reauthorization Act, the Emergency Planning and Community Right-to-Know Act and the Radon Gas and Indoor Air Quality Research Act; the Toxic Substances Control Act 15 U.S.C. Section 2601 *et seq*.; the Atomic Energy Act, 42 U.S.C. Section 2011 *et seq*.; and the Nuclear Waste Policy Act of 1982, 42 U.S.C. Section 10101 *et seq*.; and state and local environmental statutes and ordinances, with implementing regulations and rules in effect on or prior to the Effective Date.

13. **EVIDENCE IN COURT PROCEEDING**. The Parties agree that the total Purchase Price of $25,000.00 or any inference of per square foot value of the Property based on said Purchase Price will not be admissible as evidence of the fair market value of the Property in any eminent domain or other proceeding or litigation concerning the Property.

14. **DEFAULT**. In the event of a breach or default under this Agreement by either City or Seller, the non-defaulting party will have, in addition to all rights available at law or equity, the right to terminate this Agreement and the Escrow for the purchase and sale of the Property, by delivering written notice thereof to the defaulting party and to Escrow Holder, and if City is the non-defaulting party, City will thereupon promptly receive a refund of all of the deposits it deposited with Escrow Holder, if any, less City's share of any Escrow cancellation charges. Such termination of the Escrow by a non-defaulting party will be without prejudice to the non-defaulting party's rights and remedies at law or equity.

15. **NOTICES**. All notices and demands will be given in writing by certified mail, postage prepaid, and return receipt requested, by personal delivery, or by Federal Express or other

overnight carrier. Notices will be considered given upon the earlier of (a) personal delivery, (b) two (2) business days following deposit in the United States mail, postage prepaid, certified or registered, return receipt requested, or (c) one (1) business day following deposit with Federal Express or other overnight carrier. A copy of all notices will be sent to Escrow Holder. The Parties will address such notices as provided below or as may be amended by written notice:

BUYER: City of Compton
205 S. Willowbrook Avenue
Compton, California 90220
Attention: City Manager

COPY TO: City of Compton
205 S. Willowbrook Avenue
Compton, California 90220
Attention: City Attorney

SELLER: Abdul Rehman Bhamani
13488 Maxella Avenue, Apartment 408
Marina Del Rey, California 90292-4321

ESCROW HOLDER: First American Title
18500 Von Karman Avenue, Suite 600
Irvine, California 92612
Attention: Katrhyn Wood, Escrow Officer

16. **MISCELLANEOUS**.

16.1 Attorneys' Fees. In any action between Buyer and Seller seeking enforcement of any of the terms and provisions of this Agreement, the prevailing party in such action shall be awarded, in addition to damages, injunctive or other relief, its reasonable costs and expenses, not limited to taxable costs, reasonable attorneys' fees and reasonable fees of expert witnesses.

16.2 Entire Agreement. This Agreement contains all of the agreements of the Parties hereto with respect to the matters contained herein, and all prior or contemporaneous agreements or understandings, oral or written, pertaining to any such matters are merged herein and shall not be effective for any purpose. No provision of this Agreement may be amended, supplemented or in any way modified except by an agreement in writing signed by the Parties hereto or their respective successors in interest and expressly stating that it is an amendment of this Agreement.

16.3 Counterparts, Facsimile, and Electronic Signatures. This Agreement may be executed in any number of counterparts, each of which shall be an original, but all of which shall constitute one and the same instrument. Facsimile or electronic signatures/counterparts to this Agreement will be effective as if the original signed counterpart were delivered.

16.4 Time of the Essence. Time is of the essence of this Agreement.

16.5 Governing Law. This Agreement is deemed to have been prepared by each of the Parties hereto, and any uncertainty or ambiguity herein will not be interpreted against the drafter, but rather, if such uncertainty or ambiguity exists, will be interpreted according to the applicable rules of interpretation of contracts under the laws of the State of California, and not the substantive law of another state or the United States or federal common law. This Agreement will be deemed to have been executed and delivered within the State of California, and the rights and obligations of the Parties will be governed by, and construed and enforced in accordance with, the laws of the State of California.

16.6 Third Parties. Nothing contained in this Agreement, expressed or implied, is intended to confer upon any person, other than the Parties hereto and their successors and assigns, any rights or remedies under or by reason of this Agreement.

16.7 Severability. If any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal or unenforceable in any respect by a court of competent jurisdiction, such invalidity, illegality or unenforceability shall not affect any other provision hereof, and this Agreement shall be construed as if such invalid, illegal, or unenforceable provision had never been contained herein, unless such invalidity, illegality or unenforceability materially affects the economic terms of the transactions contemplated by this Agreement or the ability of either party to perform its obligations under this Agreement. In such case, either party may terminate this Agreement and the escrow upon written notice to the other party given no later than ten (10) business days after the party giving such notice becomes aware of such invalidity, illegality, or unenforceability. In the event of such termination, all funds deposited with Escrow Holder by Buyer and any interest accrued thereon shall be returned to Buyer.

16.8 Additional Documents. Each party hereto agrees to perform any further acts and to execute, acknowledge, and deliver any further documents that may be reasonably necessary to carry out the provisions of this Agreement.

16.9 Authority of City Manager. The City Manager may give any and all notices, consents, and terminations hereunder on behalf of the City provided they are in writing. The City Manager may execute the Agreement, Certificate of Acceptance, escrow documents, and any such documents or instruments that are necessary to effect the transfer of property interests contemplated herein.

16.10 Legal Representation. Each of the Parties acknowledge that in connection with the negotiation and execution of this Agreement, they have each been represented by independent counsel of their own choosing and the Parties executed this Agreement after review by such independent counsel, or, if they were not so represented, said non-representation is and was the voluntary, intelligent and informed decision and election of any of the Parties not so represented; and, prior to executing this Agreement, each of the Parties has had an adequate opportunity to conduct an independent investigation of all the facts and circumstances with respect to the matters that are the subject of this Agreement.

16.11 Remedies Not Exclusive and Waivers. No remedy conferred by any of the specific provisions of this Agreement is intended to be exclusive of any other remedy and each

and every remedy will be cumulative and will be in addition to every other remedy given hereunder or now or hereafter existing at law or in equity or by statute or otherwise. The election of any one or more remedies will not constitute a waiver of the right to pursue other available remedies.

16.12 Severability. If any part, term or provision of this Agreement is held by a court of competent jurisdiction to be illegal or in conflict with any law, the validity of the remaining provisions will not be affected, and the rights and obligations of the Parties will be construed and enforced as if this Agreement did not contain the particular part, term, or provision held to be invalid.

[SIGNATURES ON NEXT PAGE]

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the date set forth below.

SELLER
ABDUL REHMAN BHAMANI

Dated:_____

By: _____
Ahamad Rehman Bhamani

BUYER
CITY OF COMPTON, a municipal corporation

Dated:_____

By: _____
Craig J. Cornwell, City Manager

ATTEST:

By: _____
Alita Godwin, MMC, City Clerk

APPROVED AS TO FORM:

By: _____
Damon M. Brown, City Attorney

Exhibit "A"
Legal Description of Property

PARCEL 2: (APN: 6143-011-018)

AN UNDIVIDED 5/6 INTEREST IN AND TO THE FOLLOWING DESCRIBED LAND:

THAT PORTION OF BLOCK "I" OF THE TEMPLE AND GIBSON TRACT, IN THE CITY OF COMPTON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2, PAGES 540 AND 541 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE WEST LINE OF SAID BLOCK "I" DISTANT THEREON NORTH 10° 56' WEST 85 FEET FROM THE NORTHWEST CORNER OF THE LAND CONVEYED TO FRED C. BURLINGAME BY DEEDS RECORDED IN BOOK 66, PAGE 597 OF DEEDS AND BOOK 145, PAGE 551 OF DEEDS; THENCE NORTH 79° 04' EAST, AT RIGHT ANGLES FROM SAID WEST LINE 30 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 79° 04' EAST, AT RIGHT ANGLES FROM SAID WEST LINE 30 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 10° 56' WEST PARALLEL WITH SAID WEST LINE 15 FEET; THENCE NORTH 79° 04' EAST AT RIGHT ANGLES FROM SAID WEST LINE 30 FEET; THENCE SOUTH 10° 56' EAST PARALLEL WITH SAID WEST LINE 15 FEET; THENCE SOUTH 79° 04' WEST 30 FEET TO THE TRUE POINT OF BEGINNING.

Exhibit "B"
Depiction of Property

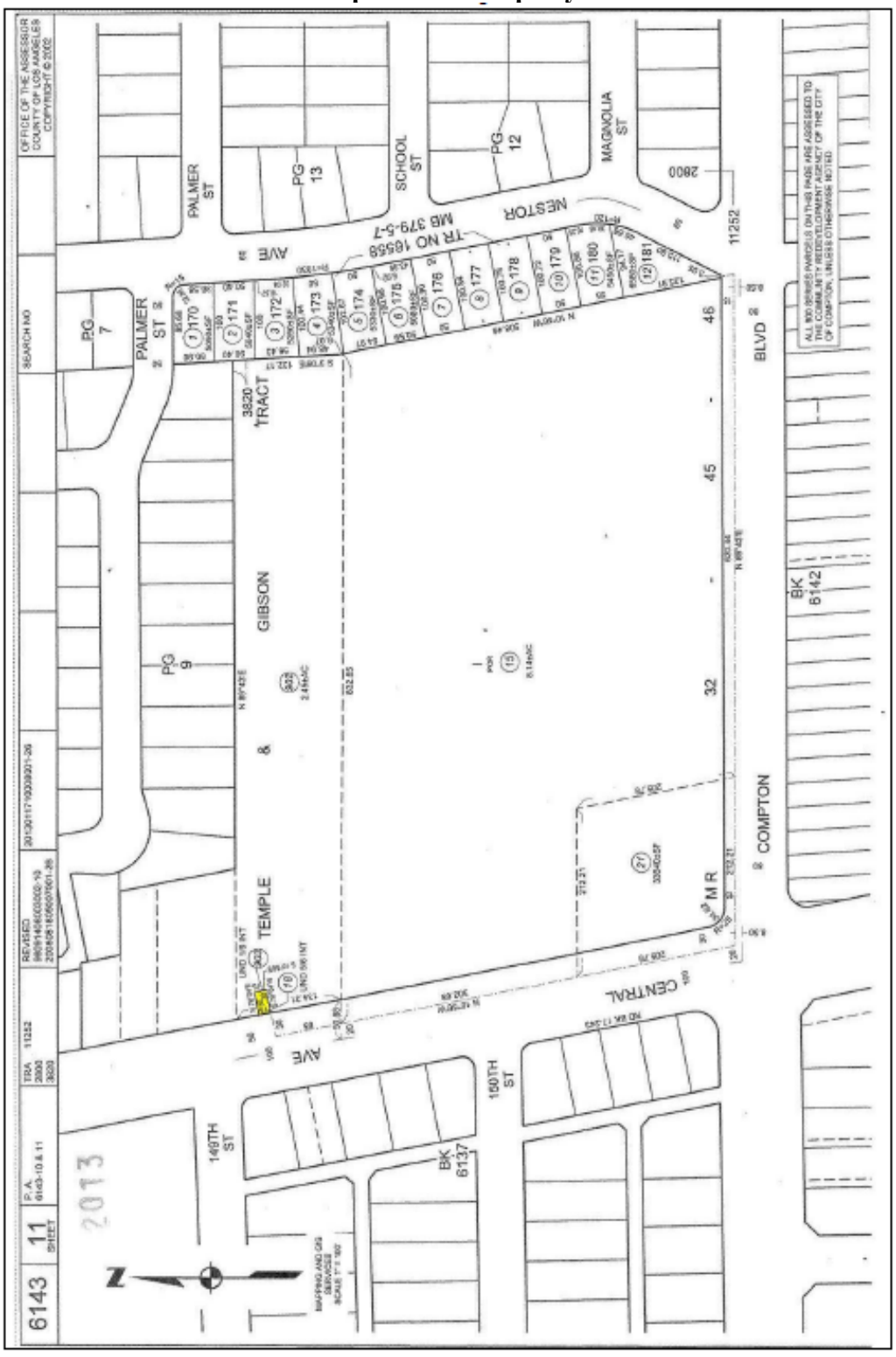


Exhibit "B"

Exhibit "C"
Form of Grant Deed

Recording Requested by
and when recorded return to:

CITY OF COMPTON
205 S. Willowbrook Avenue
Compton, California 90220
Attention: City Clerk

SPACE ABOVE THIS LINE FOR RECORDER'S USE

Assessor's Parcel No. _____ [X] Portions

Documentary Transfer Tax $0.00

This Instrument is for the benefit of the City of Compton and is exempt from Recording Fees (Govt. Code § 27383), Filing Fees (Govt. Code § 6103), and Documentary Transfer Tax (Rev & Tax Code § 11922).

GRANT DEED

Abdul Rehman Bhamani ("Grantor") is vested with title as to an undivided 5/6 interest to that certain 450 square foot real property located on the east side of Central Avenue, north of Compton Boulevard, and south of Brazil Street in the City of Compton, and identified as Los Angeles County Tax Assessor's Parcel Number 6143-011-018 and described more particularly on Exhibit "A" and depicted on Exhibit "B", which are attached hereto and incorporated herein by this reference.

NOW THEREFORE, FOR GOOD AND VALUABLE CONSIDERATION, receipt and sufficiency of which are hereby acknowledged, Grantor hereby grants in fee to the CITY OF COMPTON, a municipal corporation ("Grantee") all of Grantor's undivided interest in the real property described more particularly on Exhibit "A" and depicted on Exhibit "B" hereto. Grantor's undivided interest in said property described in Exhibit "A" and depicted on Exhibit "B" is referred to below as the "Property". The Property includes all of the interests of Grantor in and to the Property, including all improvements thereon, and any rights, title, and interest of Grantor in and to adjacent streets, alleys, or rights of way.

IN WITNESS WHEREOF, Grantor has executed this Grant Deed as of the date set forth below.

GRANTOR
Abdul Rehman Bhamani

Dated: _____

By: _____
Abdul Rehman Bhamani

Exhibit "A"
Legal Description of Property

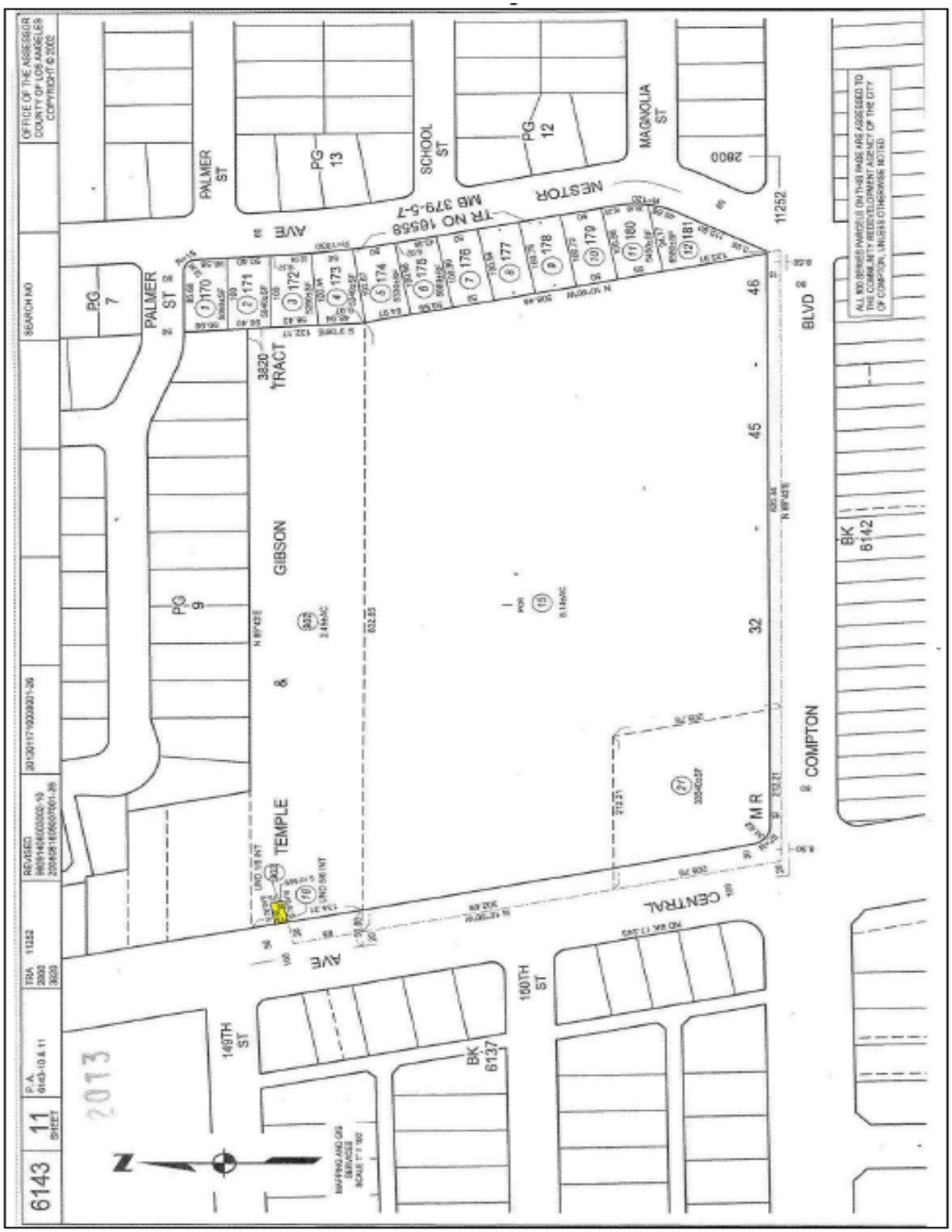
PARCEL 2: (APN: 6143-011-018)

AN UNDIVIDED 5/6 INTEREST IN AND TO THE FOLLOWING DESCRIBED LAND:

THAT PORTION OF BLOCK "I" OF THE TEMPLE AND GIBSON TRACT, IN THE CITY OF COMPTON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2, PAGES 540 AND 541 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE WEST LINE OF SAID BLOCK "I" DISTANT THEREON NORTH 10° 56' WEST 85 FEET FROM THE NORTHWEST CORNER OF THE LAND CONVEYED TO FRED C. BURLINGAME BY DEEDS RECORDED IN BOOK 66, PAGE 597 OF DEEDS AND BOOK 145, PAGE 551 OF DEEDS; THENCE NORTH 79° 04' EAST, AT RIGHT ANGLES FROM SAID WEST LINE 30 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 79° 04' EAST, AT RIGHT ANGLES FROM SAID WEST LINE 30 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 10° 56' WEST PARALLEL WITH SAID WEST LINE 15 FEET; THENCE NORTH 79° 04' EAST AT RIGHT ANGLES FROM SAID WEST LINE 30 FEET; THENCE SOUTH 10° 56' EAST PARALLEL WITH SAID WEST LINE 15 FEET; THENCE SOUTH 79° 04' WEST 30 FEET TO THE TRUE POINT OF BEGINNING.

Exhibit "B"
Depiction of Property



A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Los Angeles)

On _____, before me, _____,
(insert name and title of the officer)

Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature_____ (Seal)

City of Compton
205 S. Willowbrook Avenue
Compton, California 90220

CERTIFICATE OF ACCEPTANCE OF GRANT DEED

(Gov't Code § 27281)
(Undivided 5/6 interest to APN 6143-011-018)

This is to certify that Abdul Rehman Bhamani's grant in fee to the City of Compton of his undivided 5/6 interest in and to that approximate 450 square foot real property located on the east side of Central Avenue, north of Compton Boulevard, and south of Brazil Street in the City of Compton, and identified as Los Angeles County Tax Assessor's Parcel Number 6143-011-018, which is described more particularly in Exhibit "A" and depicted on Exhibit "B" to the attached Grant Deed is hereby accepted under the authority of the City Council of the City of Compton, and the City of Compton hereby consents to the recordation thereof by its duly authorized officer.

CITY OF COMPTON, a municipal corporation

Dated:_____

By: _____
Craig J. Cornwell, City Manager

ATTEST:

By: _____
Alita Godwin, MMC, City Clerk

APPROVED AS TO FORM:

By: _____
Damon M. Brown, City Attorney

Exhibit "D"
Code of Civil Procedure Section 1245.245

(a) Property acquired by a public entity by any means set forth in subdivision (e) that is subject to a resolution of necessity adopted pursuant to this article shall only be used for the public use stated in the resolution unless the governing body of the public entity adopts a resolution authorizing a different use of the property by a vote of at least two-thirds of all members of the governing body of the public entity, or a greater vote as required by statute, charter, or ordinance. The resolution shall contain all of the following:

(1) A general statement of the new public use that is proposed for the property and a reference to the statute that would have authorized the public entity to acquire the property by eminent domain for that use.

(2) A description of the general location and extent of the property proposed to be used for the new use, with sufficient detail for reasonable identification.

(3) A declaration that the governing body has found and determined each of the following:

(A) The public interest and necessity require the proposed use.

(B) The proposed use is planned and located in the manner that will be most compatible with the greatest public good and least private injury.

(C) The property described in the resolution is necessary for the proposed use.

(b) Property acquired by a public entity by any means set forth in subdivision (e) that is subject to a resolution of necessity pursuant to this article, and is not used for the public use stated in the resolution of necessity within 10 years of the adoption of the resolution of necessity, shall be sold in accordance with the terms of subdivisions (f) and (g), unless the governing body adopts a resolution according to the terms of subdivision (a) or a resolution according to the terms of this subdivision reauthorizing the existing stated public use of the property by a vote of at least two-thirds of all members of the governing body of the public entity or a greater vote as required by statute, charter, or ordinance. A reauthorization resolution under this subdivision shall contain all of the following:

(1) A general statement of the public use that is proposed to be reauthorized for the property and a reference to the statute that authorized the public entity to acquire the property by eminent domain for that use.

(2) A description of the general location and extent of the property proposed to be used for the public use, but not yet in use for the public use, with sufficient detail for reasonable identification.

(3) A declaration that the governing body has found and determined each of the following:

(A) The public interest and necessity require the proposed use.

(B) The proposed use is planned and located in the manner that will be most compatible with the greatest public good and least private injury.

(C) The property described in the resolution is necessary for the proposed use.

(c) In addition to any notice required by law, the notice required for a new or reauthorization resolution sought pursuant to subdivision (a) or (b) shall comply with Section 1245.235 and shall be sent to each person who was given notice required by Section 1245.235 in connection with the original acquisition of the property by the public entity.

(d) Judicial review of an action pursuant to subdivision (a) or (b) may be obtained by a person who had an interest in the property described in the resolution at the time that the property was acquired by the public entity, and shall be governed by Section 1085.

(e) The following property acquisitions are subject to the requirements of this section:

(1) Any acquisition by a public entity pursuant to eminent domain.

(2) Any acquisition by a public entity following adoption of a resolution of necessity pursuant to this article for the property.

(3) Any acquisition by a public entity prior to the adoption of a resolution of necessity pursuant to this article for the property, but subsequent to a written notice that the public entity may take the property by eminent domain.

(f) If the public entity fails to adopt either a new resolution pursuant to subdivision (a) or a reauthorization resolution pursuant to subdivision (b), as required by this section, and that property was not used for the public use stated in a resolution of necessity adopted pursuant to this article or a resolution adopted pursuant to subdivision (a) or (b) between the time of its acquisition and the time of the public entity's failure to adopt a resolution pursuant to subdivision (a) or (b), the public entity shall offer the person or persons from whom the property was acquired the right of first refusal to purchase the property pursuant to this section, as follows:

(1) At the present market value, as determined by independent licensed appraisers.

(2) For property that was a single-family residence at the time of acquisition, at an affordable price, which price shall not be greater than the price paid by the agency for the original acquisition, adjusted for inflation, and shall not be greater than fair market value, if the following requirements are met:

(A) The person or persons from whom the property was acquired certify their income to the public entity as persons or families of low or moderate income.

(B) If the single-family residence is offered at a price that is less than fair market value, the public entity may verify the certifications of income in accordance with procedures used for verification of incomes of purchasers and occupants of housing financed by the California Housing Finance Agency.

(C) If the single-family residence is offered at a price that is less than fair market value, the public entity shall impose terms, conditions, and restrictions to ensure that the residence will either:

(i) Remain owner-occupied by the person or persons from whom the property was acquired for at least five years.

(ii) Remain available to persons or families of low or moderate income and households with incomes no greater than the incomes of the present occupants in proportion to the area median income for the longest feasible time, but for not less than 55 years for rental units and 45 years for home ownership units.

(D) The Department of Housing and Community Development shall provide to the public entity recommendations of standards and criteria for those prices, terms, conditions, and restrictions.

(g) If after a diligent effort the public entity is unable to locate the person from whom the property was acquired, if the person from whom the property was acquired does not choose to purchase the property as provided in subdivision (f), or if the public entity fails to adopt a resolution as required pursuant to subdivision (a) or (b) but is not required to offer a right of first refusal pursuant to subdivision (f), the public entity shall sell the property as surplus property pursuant to Article 8 (commencing with Section 54220) of Chapter 5 of Part 1 of Division 2 of Title 5 of the Government Code.

(h) If residential property acquired by a public entity by any means set forth in subdivision (e) is sold as surplus property pursuant to subdivision (g), and that property was not used for the public use stated in a resolution of necessity adopted pursuant to this article or a resolution adopted pursuant to subdivision (a) or (b) between the time of its acquisition and the time of its sale as surplus property, the public entity shall

pay to the person or persons from whom the public entity acquired the property the sum of any financial gain between the original acquisition price, adjusted for inflation, and the final sale price.

(i) Upon completion of any acquisition described in subdivision (e) or upon the adoption of a resolution of necessity pursuant to this section, whichever is later, the public entity shall give written notice to the person or persons from whom the property was acquired as described in subdivision (e) stating that the notice, right of first refusal, and return of financial gain rights discussed in this section may accrue.

(j) At least 60 days before selling the property pursuant to subdivision (g), the public entity shall make a diligent effort to locate the person from whom the property was acquired. At any time before the proposed sale, the person from whom the property was acquired may exercise the rights provided by this section. As used in this section, "diligent effort" means that the public entity has done all of the following:

(1) Mailed the notice of the proposed sale by certified mail, return receipt requested, to the last known address of the person from whom the property was acquired.

(2) Mailed the notice of the proposed sale by certified mail, return receipt requested, to each person with the same name as the person from whom the property was acquired at any other address on the last equalized assessment roll.

(3) Published the notice of the proposed sale pursuant to Section 6061 of the Government Code in at least one newspaper of general circulation within the city or county in which the property is located.

(4) Posted the notice of the proposed sale in at least three public places within the city or county in which the property is located.

(5) Posted the notice of the proposed sale on the property proposed to be sold.

(k) For purposes of this section, "adjusted for inflation" means the original acquisition price increased to reflect the proportional increase in the Consumer Price Index for all items for the State of California, as determined by the United States Bureau of Labor Statistics, for the period from the date of acquisition to the date the property is offered for sale.

(Amended by Stats. 2007, Ch. 130, Sec. 36. Effective January 1, 2008.)