Members of the public may address the City Council on any item shown on the agenda or matter of the Council's authority after completion of "Request to Address the Council Form" available in the lobby of the Council Chambers. This form must be completed 15 minutes prior to the scheduled meeting time. Pursuant to Section 54957.5 of the California Government Code, Any writings (Except for those writings which are exempt from disclosure) which are distributed to all or a majority of the members of the City Council are available for public inspection in the lobby of the City Council Chambers and in the office of the City Clerk during regular business hours.

COMPTON CITY COUNCIL
AGENDA
02/01/2022
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

OPENING

MOMENT OF SILENCE

PLEDGE OF ALLEGIANCE

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 APPOINTMENT
Title: City Manager
Pursuant to Government Code Section 54957 (b)(1)

RECESS TO CLOSED SESSION

PUBLIC MEETING – 5:30 P.M.

REPORT ON CLOSED SESSION ACTION(S)

COMMENDATORY RESOLUTIONS/PRESENTATIONS

1. CERTIFICATE OF APPRECIATION - MARTIN LUTHER KING HOSPITAL (Councilman Galvin)

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

2. JANUARY 04, 2022
   JANUARY 11, 2022
   JANUARY 13, 2022 - Special

REGULAR AGENDA

NEW BUSINESS

3. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON DECLARING FEBRUARY, 2022 BLACK HISTORY MONTH

4. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING THE FISCAL YEAR 2021-2022 BUDGET AND APPROVING A SIDE LETTER AGREEMENT BETWEEN THE CITY OF COMPTON AND THE SERVICE EMPLOYEES INTERNATIONAL UNION (S.E.I.U.), LOCAL 721 COMPTON MAINTENANCE AND TRADES AND PUBLIC SAFETY UNITS TO AUTHORIZE ESSENTIAL WORKER PAY UTILIZING AMERICAN RESCUE PLAN ACT FUNDS

5. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON RATIFYING A SIDE LETTER AGREEMENT AMENDING THE MEMORANDUM OF AGREEMENT BETWEEN THE CITY OF COMPTON AND THE COMPTON MANAGEMENT EMPLOYEES ASSOCIATION AFSCME LOCAL 2325 TO PROVIDE A TEMPORARY 20% INCREASE FOR THE WATER PRODUCTION AND DISTRIBUTION SUPERVISOR CLASSIFICATION

6. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO A PROFESSIONAL SERVICES AGREEMENT WITH AND ESTABLISH A PURCHASE ORDER FOR KIMLEY-HORN AND ASSOCIATES, INC. TO PREPARE A LOCAL ROADWAY SAFETY PLAN FOR THE PUBLIC WORKS ENGINEERING DEPARTMENT ($71,914.60).

7. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING AND ORDERING THE VACATION OF RIGHT-OF-WAY EASEMENTS ON THE PROPERTY LOCATED AT 1435 SOUTH SANTA FE AVENUE, (STREET VACATION NO. 21-001)

8. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING GENERAL PLAN AMENDMENT CASE NO. 2021-002 TO CHANGE THE LAND USE DESIGNATION FROM MIXED USE TO GENERAL COMMERCIAL FOR THE PROPERTY LOCATED AT 250 NORTH CENTRAL AVENUE

COUNCIL COMMENTS

ADJOURNMENT

NEXT REGULAR MEETING: 2/8/2022 @ 5:30 PM

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

JANUARY 4, 2022

The Compton City Council Closed Session meeting was called to order at 4:36 p.m. by Mayor Emma Sharif. The Moment of Silence Ceremony and the Pledge of Allegiance was also led by Mayor Sharif.

ROLL CALL

Council Members Present – J. Bowers, L. Darden, Mayor E. Sharif
Council Members Absent – M. Chambers *(Entered at 5:50 p.m.),* **I. Galvan**

Other Officials Present: E. Perrodin, A. Godwin, B. Mims, R. Simpson

CLOSED SESSION AGENDA ITEM

CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION
Kareemah Mateen-Bradford v. City of Compton, LASC Case No. TC026769
Kareemah Mateen-Bradford v. City of Compton, LASC Case No. 18STCV01367
Jacqueline D. Ashley v. City of Compton, EEOC Charge No. 480-2019-01016
Urban Graffiti Enterprise, Inc. v. City of Compton, LASC Case No.19PSCV00135
Francisco Zamudio v. City of Compton, LASC Case No. 21STCV02695
Pursuant to Government Code Section 54856.9(a)

PUBLIC EMPLOYMENT EVALUATION
Title: City Controller - pursuant to California Government Code Section 54957 (a)(b)
(Removed from the agenda)

PUBLIC COMMENTS ON CLOSED SESSION AGENDA ITEMS ONLY

There were no audience comments relative to the closed session agenda items.

City Attorney Eric Perrodin requested a closed session to conduct a conference with legal counsel – existing litigation Kareemah Mateen-Bradford v. City of Compton, LASC Case No. TC026769; Kareemah Mateen-Bradford v. City of Compton, LASC Case No. 18STCV01367. Jacqueline D. Ashley v. City of Compton, EEOC Charge No. 480-2019-01016; Urban Graffiti Enterprise, Inc. v. City of Compton, LASC Case No.19PSCV0013; Francisco Zamudio v. City of Compton, LASC Case No. 21STCV02695, pursuant to Government Code Section 54856.9(a)

RECESS TO CLOSED SESSION

On motion by Darden, seconded by Bowers, the City Council recessed to closed session at 4:39 p.m. by the following vote on roll call:

AYES: Council Members – Bowers, Darden, Sharif
NOES: Council Members – None
ABSENT: Council Members – Chambers, Galvan

RECONVENE TO OPEN SESSION

On motion by Chambers, seconded by Darden, the City Council voted to reconvene at 6:28 p.m. by the following roll call vote:

Council Members Present – Chambers, Bowers, Darden, Sharif
Council Members Absent – Galvan

REPORT OUT OF CLOSED SESSION

City Attorney Perrodin indicated that there was no action taken by the City Council during the closed session.

PUBLIC COMMENTS ON AGENDA ITEMS AND NON-AGENDA MATTERS

Benjamin Holifield, President/Founder of the Compton Business Chamber of Commerce, commended the City Treasurer on presenting such a magnificent report at the previous Council meeting. Mr. Holifield further thanked and commended the Councilmembers and Staff for the wonderful Christmas Holiday celebrations around the City. Mr. Holifield encouraged the Council to work together to make Compton safe, clean and friendly.

John Henderson, Brothers of the Sun Motorcycle Club, informed the Council that he had received information that the club would have to close if they do not produce certain documentation. Mr. Henderson stated that the club has been providing services to the community since 1974 and further requested an extension to take care of the club's business affairs.

City Attorney Eric Perrodin indicated that the City has received numerous correspondences from the neighbors surrounding the Club relative to excessively loud parties. Attorney Perrodin suggested that Mr. Henderson contact his office to address the issue.

Navaline Smith asserted that Coach Gerald Pickens has given 50 years of his life to the youth of the City of Compton, however, he has not been treated fairly by the City. Ms. Smith then repeated her request that the City Council provide assistance to Coach Pickens.

Gwendolyn Stevenson spoke on behalf of Brothers of the Sun and indicated that the organization has been providing services to the community for over 40 years. Ms. Stevenson then commented that the organization would like to meet with the City Attorney to resolve their issues.

Michael Veil commented that he would like to open a clothing store near the corner of Long Beach Boulevard and Palmer and indicated that he has been given inaccurate information and the 'run around' by City employees regarding what is necessary to establish his business. Mr. Veil further noted that he was informed that he would be fined because of his illegal activity, and he further requested to meet with the City to resolve the issue.

Jacqueline Venters commented that she has worked with Coach Gerald Pickens for many years and further requested that the City assist Coach Pickens for the sake of the children. Ms. Venters alleged that she was informed that a child was hit by a vehicle and died, due to the lack of paramedics in the City of Compton. Ms. Venters further commented that her son was shot by Sheriff's Deputies, and nothing was done about the shooting for ten years. She then thanked Assemblyman Mike Gipson for his assistance in opening an investigation into the shooting. Ms. Venters then stressed that the City must address the tragic increase in murders in Compton and provide for grief counseling and assistance to the community.

Johnnie Walker voiced her complaint regarding the ongoing drugs sales and illegal activity at a home on Tucker Street. Ms. Walker noted that Foster Elementary School is near the location and cars frequently drive in the area at a high rate of speed and endanger the lives of the residents. Ms. Walker requested that the City Council address and eradicate the nuisance house on Tucker Street immediately for the safety of the community.

Lynn Boone referenced the Compton City Charter which addresses the publishing of legal documents and notices. Ms. Boone asserted that the City utilizes the services of the Compton Bulletin; however, she has not been able to find a contract or business license for the Bulletin and further added that the newspaper is not in general circulation. Ms. Boone then commented that there is no oversight for the actions of the City Council and further noted that the City Treasurer is the custodian of all public funds and should not close any City accounts without the proper approval.

Unidentified Speaker raised concerns regarding the lack of Paramedic emergency services in the City. The speaker stated that last year, he developed Covid-19 and had to drive himself to Kaiser Permanente in Downey because there are no Paramedics in Compton. He then raised concerns that the Olson Company is responsible for developing the homes at Willow Walk with inferior materials and yet allowed to develop homes at 250 N. Central Avenue. The speaker stated that the area near Piru street is infested with vermin and insects and has adversely affected the quality

of life for the residents. He concluded by requesting that the City address the illegal vehicular street takeovers.

CONSENT AGENDA

APPROVAL OF MINUTES

1. DECEMBER 14, 2021

On motion by Darden, seconded by Chambers, the consent agenda was approved by the following vote on roll call:

AYES: **Council Members – Chambers, Bowers, Darden, Sharif**
NOES: **Council Members – None**
ABSENT: **Council Members – Galvan**

REGULAR AGENDA

CITY MANAGER'S REPORT

2. POWER POINT PRESENTATION - LEASE REVENUE BONDS

Assistant City Manager Michael Antwine presented the proposed projects and the designated expenditures for the various improvement projects:

City-owned Facilities:
• Major roofing issues and replacement required for multiple buildings
• Significant Repair Public Works/Water Department Yard
• Major Renovation of various City Parks
• Replacement of HVAC units on several City buildings
• Replacement and Upgrade of Electrical-Data connection at various City buildings

Citywide Infrastructure:
• ADA projects
• Citywide Street lighting
• Broadband/Wi-Fi

Mr. Antwine presented the following designation of funding allocation totals as listed below:

City Facilities	**$19,500,000**
Community Infrastructure	**18,500,000**
Public Safety	**9,500,000**
City Facilities Improvements	**7,000,000**
TOTAL	**$54,500,000**

Mr. Jorge Vera, Manager Director with Raymond James, presented the funding options for the proposed projects presented by the City Manager's Office. **Ms. Julian Anapole** from Willdan highlighted the various Funding Options Pay-As-You Go vs. Lease Revenue Bonds and indicated that 'Pay as you Go' is the practice of funding projects paying as expenses are incurred.

Funding Options: Pay-As-You Go vs. Lease Revenue Bonds as indicated that 'Pay as you Go' is the practice of funding projects paying as expenses are incurred.

Financing projects through Pay-As-You Go vs. Lease Revenue Bonds

The risk of Pay-As-You-Go:
• Rising Costs of Material (i.e., recent increase in cost of lumber)
• Cost of Inflation- It would take a very long time to pay for the projects even if inflations stay at 2%.
• Wear and Tear - By the time improvements will be finished in 26 years, it will be time to upgrade and repair.

Lease Revenue Bonds:
• Average Annual Debt Service: $2,500,000. If inflation is higher than the estimated 3.68% rate, there are clearly savings to financing the improvements today
• Instant access to funding for multiple projects
• Lock in a low interest rate in today's current market
• Smoother, stable payments for easier budgeting purposes

Bond Finance - Repayment Schedule - Term of Bonds is negotiable (15-year, 20-year, 30 year)

• City's estimated fiscal capacity for annual debt service - Approximately up to $2,500,000
• Project costs of ~$54.5 million funded by:
Bond proceeds of $44.7 Million available at close of sale
Remainder (~$10 Million) will be Pay-As-You-Go funding that will be allocated in the City's annual budgets

Mr. Antwine indicated that the financing team for the Lease Revenue Bonds will be the same team that helped the City secure $38 Million for the Street Rehabilitation Program:

Issuer:
• Compton Public Financing Authority
Bond Counsel:
• Stradling Yocca Carlson & Rauth
• Butler Snow
Underwriter:
• Raymond James
Financial Advisor:
• Willdan Financial Services Team

Councilmember Chambers suggested that the City acquire a Grant Writer to assist the City as well as contacting the Lobbyist and Congressional members to submit letters in support of the City of Compton receiving additional funding resources.

MOTION TO CONSIDER SUBSEQUENT NEED ITEM

Councilmember Chambers offered a motion to consider a subsequent need item by the Compton Chamber of Commerce. The motion was seconded by Darden and approved by the following vote on roll call:

AYES: Council Members – Chambers, Bowers, Darden, Sharif
NOES: Council Members – None
ABSENT: Council Members – Galvan

(Councilman Bowers exited the meeting at 7:40 p.m. and returned at 7:41 p.m.)

SUBSEQUNET NEED ITEM – COMPTON CHAMBER OF COMMERCE

Councilmember Chambers indicated that the Compton Chamber of Commerce has exhausted their stay at Leuders park. Councilmember Chambers indicated that the pandemic is still raging throughout the World and there is a critical need for the food and essential goods distributed by the Chamber. Ms. Chambers then offered a motion to allow the Chamber to operate at Leuders Park for an additional 30 days (February 4, 2022). The motion was seconded by Darden and approved by the following vote on roll call:

AYES: Council Members – Chambers, Darden, Sharif
NOES: Council Members – None
ABSENT: Council Members – Galvan, Bowers

COUNCIL COMMENTS

Councilmember Chambers offered the following communications/announcements:

- Invited the community to get their Pfizer and Moderna Covid-19 vaccinations and Booster shots at Gonzales Park, 1101 W. Cressey Street from 10:00 a.m. to 2:00 p.m. on January 8, 2022.

- Reported large potholes on the service road on Central Avenue between Piru and 138th Street.

- Requested that the City Manager carefully review the CARES Act fund to make certain that City employees are receiving regular covid-19 tests and have the proper Personal Protective Equipment to guard against the deadly coronavirus.

Councilmember Bowers offered the following communications/announcements:

- Reported on the various topics and issues of concern raised by the residents and further indicated that he and his office will continue to collaborate with City Staff to address and provide solutions to problems and improve the lives of the residents of Compton.

- Reported that he has met with several community leaders and attended many block club meetings whereby he and his office have worked on numerous projects such as re-instating the Crime Committee, eradicating illegal vehicle street takeovers, improving transparency regarding City matters, improving and enhancing services to the residents and keeping the community informed as well as addressing other issues of concern to the residents.

- Requested that the City Council meeting be adjourned in memory of **Kenneth C. Gains**

Councilmember Darden offered the following communications/announcements:

- Invited the community to attend the District 4 Business Roundtable meeting on January 27, 2022, from 8:00 a.m. to 12:00 p.m. at the Dollarhide Community Center, 301 N. Tamarind, wherein Compton area business leaders are provided assistance in building a strong and sustainable economic future.

- Encouraged the residents to receive regular testing for Covid-19 and to protect themselves against the deadly virus.

- Wished the City Council, Staff, and residents a safe, healthy and Happy New Year!

- Requested that the Council meeting be adjourned in memory of **Lavern Boyd McDowell.**

Mayor Sharif offered the following communications/announcements:

- Mayor Sharif requested that the City Manager provide an update regarding the scheduling of community engagement relative to the use of the funds from the American Rescue Plan.

- Mayor Sharif requested that the City Manager offer a statement regarding the Compton Paramedic services.

City Manager Ronerick Simpson reported that the Compton Fire Department is budgeted for 22 Paramedics, and they are some of the most well-trained Fire Personnel in the State. The Fire Department does not have patient transport rights; thus, the City maintains a contract for patient transportation services. Mr. Simpson further noted that due to the pandemic, the County Health Department has issued certain protocol directives pertaining to patient transportation. City

Manager Simpson commended and praised the Compton Fire Department for the swift response to service calls and providing excellent service to the community.

ADJOURNMENT

On motion by Chambers, seconded by Darden, the meeting was adjourned in memory of **Laverne McDowell** and **Kenneth Gains** at 7:54 p.m. by the following vote on roll call:

AYES: **Council Members – Chambers, Bowers, Darden, Sharif**
NOES: **Council Members – None**
ABSENT: **Council Members – Galvan**

_____ _____

CITY CLERK OF THE CITY OF COMPTON **MAYOR OF THE CITY OF COMPTON**

JANUARY 11, 2022

The Compton City Council Closed Session meeting was called to order at 4:38 p.m. by Mayor Emma Sharif in the Council Chambers of City Hall. The Moment of Silence Ceremony and the Pledge of Allegiance was led by Mayor Sharif.

ROLL CALL

Council Members Present – M. Chambers, J. Bowers, Mayor E. Sharif
Council Members Absent – I. Galvan, L. Darden

Other Officials Present: E. Perrodin, A. Godwin, B. Mims, M. Antwine

CLOSED SESSION AGENDA ITEM

CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION
Cyrus Gibson v. City of Compton, LASC Case No. BC710376 - Pursuant to Government Code Section 54856.9(a)

CONFERENCE WITH LABOR NEGOTIATOR
Agency negotiators:
Ronerick Simpson
Triphenia Simmons
Eric Perrodin
Employee organizations:
Compton Firefighters, Local 2216, AFSCME 3947
Non-Supervisory, AFSCME 2325
Supervisory/Management.,
SEIU 721 Maintenance & Public Auxiliary - Pursuant to California Government Code Section 54957.6

PUBLIC COMMENTS ON CLOSED SESSION AGENDA ITEMS ONLY

Kevin Monk, Union Representative, along with several Union employees approached the City Council regarding the Hero's Pay Compensation. Mr. Monk highlighted that City employees have been working throughout the pandemic and are definitely entitled to receive the much-needed Hero's Pay. He further noted that many employees have consistently worked and provided critical services to the community and the City, despite the health risks to the employees and being severely understaffed and overworked. Mr. Monk urged the Council to vote to negotiate to determine how best to fairly and equitably disburse the Hero's Pay compensation to the dedicated employees of the Compton.

Luis Schmidt, ACSME Local 3947, commented that the employee Unions worked with the Lobbyist to ensure that the City of Compton would receive compensation to provide Hero's Pay to the employees. Mr. Schmidt indicated that the dedicated Compton employees consistently worked throughout the pandemic and are continuing to work, and the City must provide relief to these essential employees. He concluded by asserting that Compton is a family, and we must provide assistance and treat everyone equally.

Bob Adams, Union local 2325, highlighted the many crucial services that the essential employees of the City of Compton provided to the residents and throughout City Hall, the parks and the entire City of Compton. Mr. Adams further noted that these essential employees worked under considerable hardship due to staffing shortages, illness and other factors. He further noted that some employees were stricken with Covid-19, and lost loves ones but continued to move forward. Mr. Adams urged the City Council to work with the Unions to develop a strategy to fairly compensate the dedicated Compton employees.

City Attorney Eric Perrodin requested a closed session to discuss a conference with legal counsel-existing litigation Cyrus Gibson v. City of Compton, LASC Case No. BC710376, pursuant to Government Code Section 54856.9(a) and a conference with labor negotiators Agency negotiators: Ronerick Simpson, Triphenia Simmons, Eric Perrodin, Employee organizations: Compton Firefighters, Local 2216, AFSCME 3947, Non-Supervisory, AFSCME 2325, Supervisory/Management., SEIU 721 Maintenance and Public Auxiliary - Pursuant to California Government Code Section 54957.6.

RECESS TO CLOSED SESSION

On motion by Chambers, seconded by Bowers, the City Council voted to recess to closed session at 4:49 p.m. by the following vote on roll call:

AYES: Council Members – Chambers, Bowers, Sharif
NOES: Council Members – None
ABSENT: Council Members – Galvan, Darden

RECONVENE TO OPEN SESSION

On motion by Chambers, seconded by Bowers, the Council reconvened at 6:24 p.m. by the following roll call vote:

Council Members Present: - Chambers, Bowers, Sharif
Council Members Absent: - Galvan, Darden

REPORT OUT OF CLOSED SESSION

City Attorney Perrodin stated that there was no reportable action taken during the closed session regarding the matter of Cyrus Gibson v. City of Compton, LASC Case No. BC710376. In the case of the labor negotiations, the City Attorney indicated that the City Council directed the City Manager to begin negotiations with ACSME and the SEIU Unions.

PUBLIC COMMENTS ON AGENDA AND NON-AGENDA MATTERS

Ebony Bennett announced that she has opened a new Women's clothing store at 732 W. Compton Blvd. in District Number 3. Ms. Bennet further noted that her store offers a wide variety of clothing, including plus sizes, along with jewelry, hats and other fashion items. Ms. Bennett indicated that she is excited to bring new revenue to the City of Compton and provide clothing and shopping options to the City of Compton.

Maria Villareal, CEO of the Latino Chamber of Commerce, welcomed the new business Compton Fashion Boutique. Ms. Villarreal announced that the Latino Chamber has been providing Covid - 19 tests throughout the community at 408 W. Alondra Boulevard and further indicated that the free tests distributions will continue for the next few weeks at various locations around the City. Ms. Villarreal concluded by announcing that the Chamber will begin a program to assist the small businesses and the street vendors.

Humberto Espelete commented that he has a proposal to assist and support the residents of Compton and presented a proposal to provide rapid Covid-19 testing to the community. Mr. Espelete stated that Compton is Blessed, and we must all work together to improve the City.

Keto Singleton informed the City Council of the problems he encountered while attempting to obtain a Covid-19 testing kit. Mr. Singleton indicated that the community must be made aware of how many tests were provided to the City to be distributed to the residents. He further noted that there must be better communication from the City relative to the correct times and locations along with accountability for administering the test kits.

Luis Diaz informed the City Council that he is the property owner at 556 W. Compton Boulevard, and he utilized the alley behind his property for ingress and egress. Mr. Diaz referenced Resolution Numbers 21,752 and 21,769 pertaining to the use of the alley and the property right of way, which has blocked his access. Mr. Diaz requested assistance from the City Council regarding the closure of the alley way.

Miller Martin urged the City Council to collaborate with the California Highway Patrol to combat the illegal vehicle street takeovers. Mr. Martin further stated that he is a radio personality and would like to bring world-class comedians and entertainers into the City. He concluded by stating that he has a plan to generate revenue for the City and indicated that he would like to meet with the Councilmembers to discuss his plan.

Richard Earl, President of the Concerned Citizens of Compton, commented that he purchased new tires which were damaged and forced out of balance as a result of driving over the many potholes around the City. Mr. Earl then made reference to a bond item on the previous City Council agenda, however, the item did not include line-item details of the costs. Mr. Earl then urged the City Council to re-institute the various committees and commissions to assist the Council, provide transparency, and improve the City of Compton. He further noted that the City was not properly decorated for the Christmas holiday season and concluded by urging the City Council to become more proactive and provide proper dissemination of information to the community.

Anthony Lewis addressed the City Council and requested an opportunity to be placed on the agenda for a presentation to the City Council.

Ms. Jackson commented on last week's agenda items concerning car washes and homeless shelters and added that the community must understand that there are 3 shelters in the City of Compton that are managed by Los Angeles County. Ms. Jackson then stated that no one can force an individual to go to a homeless shelter and added that such shelters must be in an industrial area where the residents can be monitored and controlled. She further noted that the City must question the whereabouts of the HHH legislation funding and require the Los Angeles County Board of Supervisors to investigate what happened to the money. Ms. Jackson encouraged the community to question the State leaders relative to how they voted on the legislation governing Accessory Dwelling Units, which will negatively affect minority communities. Ms. Jackson concluded by urging the City Council to properly repair the streets.

COUNCIL COMMENTS

Councilmember Chambers offered the following communications/announcements:

- Thanked the community and the many sponsors and partners for the Covid-19 and Booster vaccinations along with testing provided at Gonzales Park and encouraged the residents to take the necessary precautions to combat the deadly coronavirus.

- Welcomed Ms. Bennett's new Fashion Boutique establishment into the City of Compton.

- Requested that the City Manager look into the grants offered by the Department of Justice to combat illegal vehicle street takeovers.

- Thanked the Public Works Department for promptly removing the illegal dumping around the City.

- Wished her husband, **Todd**, a Happy Anniversary and a very Happy Birthday!

Councilmember Bowers offered the following communications/announcements:

- Encouraged the community to remain safe and healthy and further announced that his office will continue to distribute free Covid-19 rapid tests ---contact Alicia Thompson at: 310-605-5612.

- Requested that the City Council provide support to the Woodlawn Celestial Gardens and Celestina Bishop as they re-open and maintain these sacred grounds and historical sight.

- Commented that the American Red Cross is available to provide free disaster preparedness workshops---contact: Nedan Rambo at (626) 344-6067 for additional information.

- Wished **Sandra Lightner** a very Happy Birthday!

Mayor Sharif offered the following communications/announcements:

- Mayor Sharif thanked the community members for attending the meeting and providing their input to the City Council. Mayor Shariff thanked and commended Ms. Bennett for opening a Women's clothing store in the City of Compton.

- Mayor Sharif urged the residents to stay safe and healthy and take all the necessary precautions to combat the deadly coronavirus.

ADJOURNMENT

On motion by Chambers, seconded by Bowers, the meeting was adjourned at 7:03 p.m. by the following vote on roll call:

AYES: Council Members – Chambers, Bowers, Sharif
NOES: Council Members – None
ABSENT: Council Members – Galvan, Darden

_____ _____

CITY CLERK OF THE CITY OF COMPTON **MAYOR OF THE CITY OF COMPTON**

JANUARY 13, 2022

On motion by Bowers, seconded by Darden, the Special Compton City Council meeting was reconvened to order at 8:54 a.m., by the following vote on roll call:

Council Members Present: Bowers, Darden, Sharif
Council Members Absent: Chambers, Galvan

Other Officials Present: E. Perrodin, A. Godwin

City Attorney's Reports

1. City Manager's Interviews

On motion by Bowers, seconded by Darden, City Council recessed at 8:54 a.m. to conduct City Manager Interviews, by the following vote on roll call:

AYES: Council Members – Bowers, Darden, Sharif
NOES: Council Members – None
ABSENT: Council Members – Chambers, Galvan

RECONVENED

On motion by Galvan, seconded by Chambers, the City Council meeting was reconvened at 1:20 p.m., by the following vote on roll call:

AYES: Council Members – Chambers, Galvan, Bowers, Darden, Sharif
NOES: Council Members – None
ABSENT: Council Members – None

On motion by Galvan, seconded by Chambers, the meeting was adjourned at 1:00 p.m., by the following vote on roll call:

AYES: Council Members - Chambers, Galvan, Bowers, Darden, Sharif
NOES: Council Members - None
ABSENT: Council Members - None

_____ _____

City Clerk of the City of Compton **Mayor of the City of Compton**

February 1, 2022

TO: **HONORABLE MAYOR AND COUNCIL MEMBERS**

FROM: **CITY MANAGER**

RE: **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON DECLARING FEBRUARY, 2022 BLACK HISTORY MONTH**

SUMMARY

This resolution is presented to the City Council for consideration and approval to proclaim the month of February, 2022 as “Black History Month” in the City of Compton.

BACKGROUND

On February 7, 1926 Dr. Carter G. Woodson initiated the first Negro History Week to acknowledge the accomplishments of persons of African descent. Black History Month was first proposed by black educators and the Black United Students at Kent State University in February 1969. In 1976 Black History Month was recognized by President Gerald Ford and he urged Americans to "seize the opportunity to honor the too-often neglected accomplishments of Black Americans in every area of endeavor throughout our history. Since then, every president has designated February as Black History Month.

STATEMENT OF ISSUE

African Americans helped develop our nation in countless ways, those recognized, unrecognized, and unrecorded. The contributions of African American citizens and scientists, inventors, educators, farmers, homemakers, and explorers of earth and sky, have been recognized annually during Black History Month. Black History and the contributions of peoples of African ascent are honored and uplifted at the City of Compton not only in the month of February but throughout the entire year.

Since the first Negro History Week in 1926, other countries have joined the United States in celebrating African Americans and their contribution to history and culture, including Canada, the United Kingdom, Germany, and the Netherlands. Today Black History Month continues the discussion of African Americans and their many contributions, from inventors, justice appointment to the United States Supreme Court, astronauts, activists, president of the United States, and many other contributions throughout history.

ALTERNATIVE

The City Council can choose not to declare February, 2022 as Black History Month.

FINANCIAL IMPACT

There is no fiscal impact in the adoption of this resolution.

RECOMMENDATION

Staff recommends that the City Council adopts the attached Resolution.

RODERICK SIMPSON
CITY MANAGER

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON DECLARING FEBRUARY, 2022 BLACK HISTORY MONTH

WHEREAS, Since 1926, and the creation of Negro History Week by Dr. Carter G. Woodson, the accomplishments of persons of African descent have been recognized each February; and

WHEREAS, in 1976 the week-long celebration was extended to the entire month of February by President Gerald Ford; and

WHEREAS, since then every president has designated February as Black History Month; and

WHEREAS, African Americans have helped develop our nation in countless ways, those recognized, unrecognized, and unrecorded; and

WHEREAS, since the first Negro History Week in 1926, other countries have joined the United States in celebrating African American people and their contribution to history and culture, including Canada, the United Kingdom, Germany, and the Netherlands; and

WHEREAS, Councilwoman Chambers has requested to honor the many contributions of African Americans by proclaiming the month of February, 2022 as "Black History Month" in the City of Compton.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON RESOLVES AS FOLLOWS:

SECTION 1. That the City of Compton does hereby proclaim February, 2022 as "Black History Month" in the City of Compton and supports the important work and service of African Americans.

SECTION 2. That that the Mayor and City Council will encourage all residents in the City of Compton to recognize and celebrate Black History Month through culturally relevant activities, programming, and service.

SECTION 3. That a certified copy of this resolution shall be filed in the offices of the City Manager and City Clerk.

SECTION 4. That the Mayor shall sign and the City Clerk shall attest to the adoption of the Resolution.

ADOPTED this _____ day of _____, 2022.

_____
MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

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

I, Alita Godwin, City Clerk of the City of Compton, 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 _____, 2022.

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

AYES: COUNCIL MEMBERS-
NOES: COUNCIL MEMBERS-
ABSENT: COUNCIL MEMBERS-
ABSTAINS: COUNCIL MEMBERS-

_____
CITY CLERK OF THE CITY OF COMPTON

February 1, 2022

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: CITY MANAGER

SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING THE FISCAL YEAR 2021-2022 BUDGET AND APPROVING A SIDE LETTER AGREEMENT BETWEEN THE CITY OF COMPTON AND THE SERVICE EMPLOYEES INTERNATIONAL UNION (S.E.I.U.), LOCAL 721 COMPTON MAINTENANCE AND TRADES AND PUBLIC SAFETY UNITS TO AUTHORIZE ESSENTIAL WORKER PAY UTILIZING AMERICAN RESCUE PLAN ACT FUNDS

SUMMARY

The City Council will consider this resolution adopting a side letter agreement between the City of Compton and the Service Employees International Union (S.E.I.U.), Local 721 Compton Maintenance and Trades and Public Safety Units (SEIU) to authorize Essential Worker Pay utilizing American Rescue Plan Act Funds.

BACKGROUND

SEIU – Local 721 Compton Maintenance and Trades and Public Safety Units consist of approximately 77 members as follows:

Department	# of Members	Positions
Comm. Improvement Servs.	12	Parking and Security Positions
Water	19	Water Service Wrks, Meter Readers, Pump Operators, & Storekeeper
Public Works – Street	46	Maint. Wrks, Parks Maint. Wrks, Facility Maint. Wrks, Anti- Graffiti Painters, Mechanics, Custodians, Storekeepers, Traffic Signal Tech.

The City Council tentatively approved the terms of the Memorandum of Agreement (MOA) with the Service Employees International Union, Local 721 Compton Maintenance and Trades and Public Safety Units (SEIU – Local 721) contracts for the period of July 1, 2019 through June 30, 2022 in July, 2021.

In addition to the MOA, the City and SEIU – Local 721 met to discuss amending the MOA via a tentative side letter agreement to define the parameters for dispersing Essential Worker Pay to its members utilizing American Rescue Plan Act Funds on January 13, 2022.

STATEMENT OF THE ISSUE

As the City and SEIU – Local 721 have agreed to the standard terms of the MOA, a side letter is needed to amend the MOA to include Essential Work Pay disbursement. The City negotiated with SEIU – Local 721 regarding the parameters needed for employees to qualify for Essential Worker Pay. SEIU - Local 721 has met with its members and voted to approve the terms of the side letter agreed to during the negotiations. The proposed Side Letter Agreement must now be approved by the City Council, at which point the agreement can be executed and implemented.

The following are the excerpted terms of the Side Letter Agreement terms:

1. The City will issue a one-time lump sum payment of seventy-five hundred ($7,500.00) dollars to eligible unit members by March 3, 2022, provided this Side Letter is approved by both the City's Council and the Union by February 1, 2022, or the first full pay period following full approval by both Parties. The payment will be subject to any required withholdings. Union acknowledges and agrees the payment is not subject to Public Employment Retirement Services ("PERS") withholdings or consideration.

2. The City will issue a one-time lump sum payment of seventy-five hundred ($7,500.00) dollars to eligible unit members before December 31, 2022. The payment will be subject to any required withholdings. Union acknowledges and agrees the payment is not subject to Public Employment Retirement Services ("PERS") withholdings or consideration.

3. In order for a unit member to be eligible to receive the full premium pay listed in Paragraphs 1 and 2, the unit member must satisfy all of the following requirements:

    a. Must have performed "essential work" as defined by the American Rescue Plan Act of 2021 for a minimum of one thousand, one hundred and fifty-four (1,154) hours between March 16, 2020, and the effective date of this Agreement; and

    b. Must be employed by the City on the dates the payments are made.

4. Any unit member who has not performed "essential work" as defined by the American Rescue Plan Act of 2021 for the required minimum hours between March 16,

2020, and the effective date of this Agreement, the employee will receive a prorated amount based on the actual number of hours of "essential work" performed during March 16, 2020 and the effective date of this Agreement, subject to all requirements of the American Rescue Plan Act. In order to receive the payments, the unit member must be employed by the City on the dates the payments are made.

5. In the event another bargaining group receives a "premium pay" amount that is more than the amount listed above, the City and Union agree that all eligible unit members shall be entitled to receive the difference between the payments to ensure the eligible members receive the higher premium pay amount.

6. The parties acknowledge that all other terms and conditions contained in the MOA by and between the City and Union shall remain unchanged and in full force and effect, unless otherwise modified by express written agreement between the parties.

FISCAL IMPACT

The City received the American Rescue Plan Act Funding on June 10, 2021. The funding was not allocated in the Fiscal Year 2021- 2022 Budget. Therefore, funding must be allocated as follows:

Increase Revenue	2810-000-000-3565	$1,200,000.00
Increase Expenditure	2810-610-000-4103	$1,200,000.00

A final audit of SEIU members will be performed prior to distribution of the Essential Worker Pay from the ARPA Funds. The cost for the Essential Worker Pay for SEIU will not exceed $1,200,000. Funding for this side letter agreement is allocated in account number 2810-610-000-4103 in the amount of One Million, Two Hundred Thousand Dollars ($1,200,000.00).

RECOMMENDATION

Staff recommends approval of the attached Resolution adopting the Side Letter Agreement between the City of Compton and SEIU, Local 721.

RONERICK SIMPSON
CITY MANAGER

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING THE FISCAL YEAR 2021-2022 BUDGET AND APPROVING A SIDE LETTER AGREEMENT BETWEEN THE CITY OF COMPTON AND THE SERVICE EMPLOYEES INTERNATIONAL UNION (S.E.I.U.), LOCAL 721 COMPTON MAINTENANCE AND TRADES AND PUBLIC SAFETY UNITS TO AUTHORIZE ESSENTIAL WORKER PAY UTILIZING AMERICAN RESCUE PLAN ACT FUNDS

WHEREAS, the City Council tentatively approved the terms of the Memorandum of Agreement (MOA) with the Service Employees International Union, Local 721 Compton Maintenance and Trades and Public Safety Units (SEIU – Local 721) contracts for the period of July 1, 2019 through June 30, 2022; and

WHEREAS, the City negotiated with SEIU – Local 721 a Side Letter Agreement regarding the parameters needed for employees to qualify for Essential Worker Pay under the American Rescue Plan Act; and

WHEREAS, SEIU - Local 721 has met with its members and voted to approve the terms of the side letter agreed to during the negotiations; and

WHEREAS, the proposed Side Letter Agreement must now be approved by the City Council, at which point the agreement can be executed and implemented; and

WHEREAS, the side letter provides two payments in the amount of $7,5000 each for a total of $15,0000 per qualified employee; and

WHEREAS, payments to SEIU members shall not exceed $1,200,000.00; and

WHEREAS, the Fiscal Year 2021-2022 budget must be amended as follows:

Increase Revenue	2810-000-000-3565	$1,200,000.00
Increase Expenditure	2810-610-000-4103	$1,200,000.00

WHEREAS, funding for this side letter agreement is allocated in the American Rescue Plan Act Fund, in account number 2810-610-000-4103 in the amount of One Million, Two Hundred Thousand Dollars ($1,200,000.00).

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

Section 1. That the City Council of the City of Compton does hereby approve the Side Letter Agreement executed by the representatives of SEIU, Local 721, Compton Maintenance and Trades and Public Safety Units, copies of which are attached hereto and incorporated herein by reference.

Section 2. That the City Manager and the City Controller is hereby directed to execute and implement the Side Letter Agreement in accordance with the provisions of this resolution.

Section 3. That the Fiscal Year 2021-2022 budget must be amended as follows:

Increase Revenue	2810-000-000-3565	$1,200,000.00
Increase Expenditure	2810-610-000-4103	$1,200,000.00

Section 4. Funding for this side letter agreement is allocated in the American Rescue Plan Act Fund in account number 2810-610-000-4103 in the amount of One Million, Two Hundred Thousand Dollars ($1,200,000.00).

Section 5. That a certified copy of this Resolution shall be forwarded to the City Attorney, City Clerk, City Manager's Office, the City Controller's Office, the Service Employees International Union, Local 721, and Human Resources Department.

Section 6. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

ADOPTED this _____ day of _____, 2022.

_____
MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

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

I, Alita L. 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 _____, 2022.

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

SIDE LETTER OF AGREEMENT

BETWEEN THE CITY OF COMPTON

AND THE

SERVICE EMPLOYEES INTERNATIONAL UNION (S.E.I.U.), LOCAL 721 COMPTON

MAINTENANCE AND TRADES UNIT

"ESSENTIAL WORKER" PREMIUM PAY

WHEREAS, the City of Compton ("City") and the Service Employees International Union ("S.E.I.U."), Local 721 Compton Maintenance and Trades Unit ("Union"), agree to the following terms and conditions set forth in this Side Letter of Agreement ("Side Letter") as they pertain to the Memorandum of Agreement ("MOA") effective through June 30, 2022:

WHEREAS, the City recognizes the effort and dedication of the unit members during the COVID-19 pandemic;

WHEREAS the undersigned Parties are authorized representatives of the City and Union;

WHEREAS, the Parties have met and conferred regarding Essential Worker Premium Pay;

WHEREAS, the Parties reached an agreement regarding Essential Worker Premium Pay;

NOW THEREFORE, THE PARTIES ACKNOWLEDGE AND AGREE AS FOLLOWS:

1. The City will issue a one-time lump sum payment of seventy five hundred ($7,500.00) dollars to eligible unit members by February 17, 2022, provided this Side Letter is approved by both the City's Council and the Union by January 25, 2022, or the first full pay period following full approval by both Parties. The payment will be subject to any required withholdings. Union acknowledges and agrees the payment is not subject to Public Employment Retirement Services ("PERS") withholdings or consideration.

2. The City will issue a one-time lump sum payment of seventy five hundred ($7,500.00) dollars to eligible unit members before December 31, 2022. The payment will be subject to any required withholdings. Union acknowledges and agrees the payment is not subject to Public Employment Retirement Services ("PERS") withholdings or consideration.

3. In order for a unit member to be eligible to receive the full premium pay listed in Paragraphs 1 and 2, the unit member must satisfy all of the following requirements:

   a. Must have performed "essential work" as defined by the American Rescue Plan Act of 2021 for a minimum of one thousand, one hundred and fifty-four (1,154) hours between March 16, 2020 and the effective date of this Agreement; and

   b. Must be employed by the City on the dates the payments are made.

4. Any unit member who has not performed "essential work" as defined by the American Rescue Plan Act of 2021 for the required minimum hours between March 16, 2020 and the effective date of this Agreement, the employee will receive a prorated amount based on the actual number of hours of "essential work" performed during March 16, 2020 and the effective date of

this Agreement, subject to all requirements of the American Rescue Plan Act. In order to receive the payments, the unit member must be employed by the City on the dates the payments are made.

5. In the event another bargaining group receives a "premium pay" amount that is more than the amount listed above, the City and Union agree that all eligible unit members shall be entitled to receive the difference between the payments to ensure the eligible members receive the higher premium pay amount.

6. The parties acknowledge that all other terms and conditions contained in the MOA by and between the City and Union shall remain unchanged and in full force and effect, unless otherwise modified by express written agreement between the parties.

Service Employees International Union,
(SEIU) Local) 721 Compton,
Maintenance and Trades Unit

By: L Monk
Kevin Monk, Representative
Date: KM 1/20/22

By: _____
Jason Adkin, President
Date: 1-2022

By: Thomas Walker
Thomas Walker Vice-President
Date: 1-20-22

City of Compton

By: _____
Ronerick Simpson, City Manager
Date: _____

By: _____
Triphenia Simmons, Assistant City Manager
Date: _____

SIDE LETTER OF AGREEMENT

BETWEEN THE CITY OF COMPTON

AND THE

SERVICE EMPLOYEES INTERNATIONAL UNION (S.E.I.U.), LOCAL 721 COMPTON

PUBLIC SAFETY UNIT

"ESSENTIAL WORKER" PREMIUM PAY

WHEREAS, the City of Compton ("City") and the Service Employees International Union ("S.E.I.U."), Local 721 Compton Public Safety Unit ("Union"), agree to the following terms and conditions set forth in this Side Letter of Agreement ("Side Letter") as they pertain to the Memorandum of Agreement ("MOA") effective through June 30, 2022:

WHEREAS, the City recognizes the effort and dedication of the unit members during the COVID-19 pandemic;

WHEREAS the undersigned Parties are authorized representatives of the City and Union;

WHEREAS, the Parties have met and conferred regarding Essential Worker Premium Pay;

WHEREAS, the Parties reached an agreement regarding Essential Worker Premium Pay;

NOW THEREFORE, THE PARTIES ACKNOWLEDGE AND AGREE AS FOLLOWS:

1. The City will issue a one-time lump sum payment of seventy five hundred ($7,500.00) dollars to eligible unit members by February 17, 2022, provided this Side Letter is approved by both the City's Council and the Union by January 25, 2022, or the first full pay period following full approval by both Parties. The payment will be subject to any required withholdings. Union acknowledges and agrees the payment is not subject to Public Employment Retirement Services ("PERS") withholdings or consideration.

2. The City will issue a one-time lump sum payment of seventy five hundred ($7,500.00) dollars to eligible unit members before December 31, 2022. The payment will be subject to any required withholdings. Union acknowledges and agrees the payment is not subject to Public Employment Retirement Services ("PERS") withholdings or consideration.

3. In order for a unit member to be eligible to receive the full premium pay listed in Paragraphs 1 and 2, the unit member must satisfy all of the following requirements:

   a. Must have performed "essential work" as defined by the American Rescue Plan Act of 2021 for a minimum of one thousand, one hundred and fifty-four (1,154) hours between March 16, 2020 and the effective date of this Agreement; and

   b. Must be employed by the City on the dates the payments are made.

4. Any unit member who has not performed "essential work" as defined by the American Rescue Plan Act of 2021 for the required minimum hours between March 16, 2020 and the effective date of this Agreement, the employee will receive a prorated amount based on the actual number of hours of "essential work" performed during March 16, 2020 and the effective date of

this Agreement, subject to all requirements of the American Rescue Plan Act. In order to receive the payments, the unit member must be employed by the City on the dates the payments are made.

5. In the event another bargaining group receives a "premium pay" amount that is more than the amount listed above, the City and Union agree that all eligible unit members shall be entitled to receive the difference between the payments to ensure the eligible members receive the higher premium pay amount.

6. The parties acknowledge that all other terms and conditions contained in the MOA by and between the City and Union shall remain unchanged and in full force and effect, unless otherwise modified by express written agreement between the parties.

Service Employees International Union,
(SEIU) Local) 721 Compton,
Public Safety Unit

By: KMonk
Kevin Monk, Representative

Date: 1/20/22

By: _____
Jason Adkin, President

Date: 1-20-22

By: Thomas Walker
Thomas Walker Vice-President

Date: 1-20-22

City of Compton

By: _____
Ronerick Simpson, City Manager

Date: _____

By: _____
Triphenia Simmons, Assistant City Manager

Date: _____

February 1, 2022

TO: MAYOR AND CITY COUNCIL MEMBERS

FROM: CITY MANAGER

SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON RATIFYING A SIDE LETTER AGREEMENT AMENDING THE MEMORANDUM OF AGREEMENT BETWEEN THE CITY OF COMPTON AND THE COMPTON MANAGEMENT EMPLOYEES ASSOCIATION AFSCME LOCAL 2325 TO PROVIDE A TEMPORARY 20% INCREASE FOR THE WATER PRODUCTION AND DISTRIBUTION SUPERVISOR CLASSIFICATION

SUMMARY

The City Council will consider a resolution ratifying a side letter agreement with the Compton Management Employees Association/AFSCME Local 2325.

BACKGROUND

The City of Compton ("City") and the Compton Management Employees Association, affiliated with the American Federation of State, County and Municipal Employee Union, designated as Local 2325 ("CMEA/AFSCME Local 2325"), are parties to a Memorandum of Agreement ("MOA"), with an effective term of July 1, 2016 through June 30, 2019; and

The CMEA/AFSCME Local 2325 typically represents Chief Executive, Executive and Supervisory designated position classifications. *Article 40* of the MOA entered into between the City and the CMEA/AFSCME Local 2325 Identifies the Classification Titles and the Salary Ranges for Chief Executive, Executive and Supervisory Positions.

STATEMENT OF ISSUE

The City of Compton's Water Utility is classified as a D4 operation and requires the person making decisions in the System to have a Distribution 4 Operator License the General Manager of the Water Department job classification requires the incumbent to have a minimum of a Distribution 4 Operators License.

From February 8, 2021 through March 6, 2021 and from May 21, 2021 through July 6, 2021, the City did not have a General Manager in the Water Department, the employee serving as the temporary Water Production and Distribution Supervisor held a Distribution

4 Operators License. On June 21, 2021 the City and CMEA/AFSCME reached an agreement to temporarily increase that base salary range from 158 to 178 (20%) for the period of February 8, 2021 through March 6, 2021 and from May 21, 2021 through July 6, 2021.

FISCAL IMPACT

Funds are available through salary savings in the Fiscal Year 2021-2022 Fiscal Year budget to cover the cost of the temporary salary increase.

RECOMMENDATION

It is recommended that the proposed resolution be adopted by the City Council.

RONERICK SIMPSON
CITY MANAGER

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON RATIFYING A SIDE LETTER AGREEMENT AMENDING THE MEMORANDUM OF AGREEMENT BETWEEN THE CITY OF COMPTON AND THE COMPTON MANAGEMENT EMPLOYEES ASSOCIATION AFSCME LOCAL 2325 TO PROVIDE A TEMPORARY 20% INCREASE FOR THE WATER PRODUCTION AND DISTRIBUTION SUPERVISOR CLASSIFICATION

WHEREAS, the City of Compton ("City") and the Compton Management Employees Association, affiliated with the American Federation of State, County and Municipal Employee Union, designated as Local 2325 ("CMEA/AFSCME Local 2325"), are parties to a Memorandum of Agreement ("MOA"), with an effective term of July 1, 2016 through June 30, 2019; and

WHEREAS, CMEA/AFSCME Local 2325 typically represents Chief Executive, Executive and Supervisory designated position classifications; and

WHEREAS, *Article 40* of the MOA entered into between the City and the CMEA/AFSCME Local 2325 Identifies the Classification Titles and the Salary Ranges for Chief Executive, Executive and Supervisory Positions; and

WHEREAS, the General Manager in the Water Department resigned effective February 4, 2021; and

WHEREAS, the City of Compton's Water Utility is classified as a D4 operation and requires the person making decisions in the System to have a Distribution 4 Operator License the General Manager of the Water Department job classification requires the incumbent to have a minimum of a Distribution 4 Operators License; and

WHEREAS, from February 8, 2021 through March 6, 2021 and from May 21, 2021 through July 6, 2021, the City did not have a General Manager in the Water Department and the employee serving as the temporary Water Production and Distribution Supervisor held the Distribution 4 Operators License; and

WHEREAS, on June 21, 2021 the City and CMEA/AFSCME reached an agreement to increase that base salary range for the from 158 to 178 (20%) for the period of February 8, 2021 through March 6, 2021 and from May 21, 2021 through July 6, 2021; and

WHEREAS, funds are available through salary savings in the Fiscal Year 2021-2022 Fiscal Year budget to pay the temporary increase; and

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

Section 1. That the recitals above stated are incorporated herein.

Section 2. That the attached Side Letter of Agreement between the City of Compton and the Compton Management Employees Association/American Federation of State, County and Municipal Employees, Local 2325 is hereby ratified.

Section 3. That all other terms and conditions of the current Memorandum of Agreement shall remain in effect and unchanged.

Section 4. That a copy of this Resolution, including the attached Side Letter of Agreement, shall be filed in the offices of the City Clerk, City Manager, City Attorney, Human Resources and President of the Compton Management Employees Association/American Federation of State, County and Municipal Employees, Local 2325.

Section 5. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

ADOPTED this _____ day of _____, 2022.

_____
MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

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

I, Alita Godwin, City Clerk of the City of Compton, hereby certify that the foregoing Resolution was adopted by the City Council, signed by the Mayor, and attested to by the City Clerk at a regular meeting thereof held on the _____ day of _____, 2022.

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

MEET AND CONFER

CITY OF COMPTON
AND
AMERICAN FEDERATION OF STATE, COUNTY AND MUNICIPAL EMPLOYEES
(AFSCME LOCAL 2325)

The City of Compton (City) and AFSCME, Local 2325 (the Union) agree to provide Jose Garfias, Pump Operator, serving in a temporary appointment of Production & Distribution Supervisor, a 20% salary increase for the period of February 8, 2021 through March 6, 2021 and May 21, 2021 through July 6, 2021, or until the start date of the General Water Manager. This pay increase is for the use of Jose's California Water Board D4 Distribution Operator License and being named the Compton Municipal Water Department's Chief Operator in the absence of a General Water Manager.

SALARY INCREASE

Position	Current Range	Proposed Range	Change
Production & Distribution Supervisor	158	178	+20

The City and the Union hereby agree:

CITY:

Craig Cornwell
City Manager

Date: 6/21/2021

Triphenia Simmons
Assistant City Manager

Date: 6/21/21

UNION:

Bob Adams
AFSCME Representative

Date: 7/13/21

Desmond Fletcher
AFSCME 2325 President

Date: 7/14/21

Kimberly McKenzie
Vice President

Date: 9/14/21

This agreement by the parties is subject to City Council's approval

February 1, 2022

TO: **MAYOR AND CITY COUNCIL MEMBERS**

FROM: **CITY MANAGER**

SUBJECT: **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO A PROFESSIONAL SERVICES AGREEMENT WITH AND ESTABLISH A PURCHASE ORDER FOR KIMLEY-HORN AND ASSOCIATES, INC. TO PREPARE A LOCAL ROADWAY SAFETY PLAN FOR THE PUBLIC WORKS ENGINEERING DEPARTMENT ($71,914.60)**

SUMMARY

Adoption of this resolution will authorize the City Manager to enter into a professional services agreement with and establish a purchase order for Kimley-Horn and Associates, Inc. to prepare a Local Roadway Safety Plan for the Public Works Engineering Department and authorize the establishment of a purchase order in the amount of $71,914.60.

BACKGROUND

Federal regulations require each state has a Strategic Highway Safety Plan (SHSP). An SHSP is a statewide data driven traffic safety plan that coordinates the efforts of a wide range of organizations to reduce traffic accidents fatalities and serious injuries on all public roads. In coordination with federal, state, local and private sector safety stakeholders, the SHSP establishes goals, objectives, and emphasis areas. The SHSP addresses the 4Es of traffic safety: Engineering, Enforcement, Education, and Emergency Services.

While the SHSP is used as a statewide approach for improving roadway safety, a Local Road Safety Plan (LRSP) is a means for providing local road owners with an opportunity to address unique safety needs in their jurisdictions. The process of preparing a LRSP creates a framework to systemically identify and analyze safety problems and recommend safety improvements.

Preparing an LRSP facilitates the development of local agency partnerships and collaboration, resulting in a prioritized list of improvements and actions that can demonstrate a defined need and contribute to the statewide plan. The LRSP offers a proactive approach to addressing safety needs and demonstrates agency responsiveness to safety challenges.

An LRSP also provides a framework for organizing stakeholders to identify, analyze, and prioritize roadway safety improvements on local and rural roads. The process of developing an LRSP can be tailored to local protocols, needs, and issues.

Additionally, in future Highway Safety Improvement Projects (HSIP) Calls-for-Projects, an LRSP will be preferred or required for an agency to be eligible to apply for federal HSIP funds.

The LRSP shall evaluate the overall system to determine what improvements can be made to increase vehicle and pedestrian safety. The LRSP should be designed as a living document that can be updated to reflect changing needs and priorities.

Caltrans has made funding available to local agencies for the development of their LRSP's in advance of the HSIP calls that will require an LRSP to apply. On October 1, 2020, the City of Compton was awarded $72,000 from Caltrans, with a required $8,000 (10%) local match, based on the Caltrans award formula that considers the City's population, centerline miles and lane miles.

On November 2, 2021, the Public Works Engineering Department solicited Request For Proposals (RFP's) from qualified consultants to develop the City's Local Safety Road Plan (LRSP).

The Request For Proposal (RFP) seeks to secure the most qualified consultant to prepare a LRSP that aligns with the California State Highway Safety Plan and the Federal Highway Safety Plan and it will serve as an important tool for saving lives and reducing injuries on the City's local roadways.

On December 2, 2021, the City received a total of six proposals that were reviewed and ranked by staff. The top 3 firms were selected based on their responsiveness, qualifications, work experience, professional expertise, and costs. The top three proposals are listed below:

Rank	Firm	Location	Fee
1	Kimley-Horn	Los Angeles, CA	$71,914.60
2	KOA	Monterey Park, CA	$78,449.16
3	Willdan	Industry, CA	$78,000.00

The proposal review committee consisted of Public Works, City Manager's Office and our consulting staff. The committee reviewed the materials in the proposals submitted by the consultant and ranked the most qualified proposals.

After careful consideration, the proposal submitted by Kimley-Horn and Associates, Inc. was deemed the lowest responsive bidder to prepare the City's Local Safety Road Plan. Kimley-Horn is a full-service engineering, planning and environmental consulting firm providing a comprehensive range of services to public and private clients throughout the United States.

Kimley-Horn is devoted to supporting local agencies in recommending safety enhancements in areas throughout California. Their team's knowledge ranges from traffic safety planning and engineering to bicycle and pedestrian facility planning, safety and design.

Kimley-Horn has completed LRSPs and Systemic Safety Analysis Reports (SSARs), Strategic Highway Safety Plan (SHSP) projects, Road Safety Audits (RSAs), Safety Management Plans (SMPs), data collection and crash analysis, and design safety countermeasures throughout the country, including for the cities of Santa Clarita, Artesia, Lancaster, Ventura, Anaheim, San Clemente, Seal Beach, Costa Mesa, Eastvale, Chino, Perris, Goleta, Palm Desert, La Quinta, Santa Cruz, and Sunnyvale as well as the counties of Imperial and Ventura.

The services to be rendered by Kimley-Horn will include, but is not limited to the tasks below:

Task 1 Identify Working Group

i. Consultant will identify and engage stakeholders to develop a working group, stakeholders may include first responders (Local, County State law enforcement and medical groups), transportation authorities, local school districts, business groups, residents, and etc. Consultant to coordinate and lead stakeholder meetings at least twice during the LRSP development for the following: 1). Identify high need areas and stakeholder priorities, establish LRSP vision and goals, and review potential solutions and countermeasures; and 2). Prioritize project implementation plans, and review and comment on the final LRSP.

Task 2 Analyze Safety Data

i. Consultant will review existing data, programs, policies, and activities; and provide a brief summary of current efforts to address transportation safety.

ii. Consultant is not expected to collect new data as part of this work effort. Data and summaries that are currently available, including but not limited to the Statewide Integrated Traffic Records System (WITRS), and Los Angeles County Sheriff's Department to develop the LRSP. The data analysis will document findings which may include trends/patterns in crash type, driver factors, roadway features, vehicle factors, and/or environmental conditions.

Task 3 Develop Countermeasures

i. Consultant will work with City and stakeholders to identify emphasis areas and to establish goals and specific countermeasures to address safety issues. Areas should generally be consistent with trends identified as part of the data analysis. Countermeasures will include the 4Es of highway safety – engineering, enforcement, education, and emergency response. Countermeasures will be developed to specifically address emphasis areas. Consultant will establish measurable objectives and goals.

ii. A variety of resources are available for selecting effective and validated countermeasures strategies, including: Federal Highway Administration (FHWA) Proven Countermeasures, Highway Safety Manual (HSM), National Highway Traffic Safety Administration (NHTSA) Countermeasures that work, Crash Modification Factor (CMF) Clearinghouse, and etc. The consultant is encouraged to offer other effective countermeasures.

Task 4 Development of Final LRSP

i. Consultant will develop a final LRSP using the information from previous tasks. The plan will include implementation strategies as well as a methodology for periodic review and update once the initial plan has been approved.

STATEMENT OF ISSUE

In order to authorize the City Manager to enter into a professional services agreement with and establish a purchase order for Kimley-Horn and Associates, Inc. to prepare a Local Roadway Safety Plan for the Public Works Engineering Department and authorize the establishment of a purchase order in the amount of $71,914.60, City Council's authorization is necessary.

ALTERNATIVE

There are no other alternatives being recommended at this time. The study is important because, in addition to trauma of injury and loss of life, economic losses in the City of Compton due to traffic injuries on City streets were over $692 million from 2015 through 2020, according to the Statewide Integrated Traffic Records System (SWITRS) and Caltrans HSIP Cost Parameters.

FISCAL IMPACT

Funds in the amount of $71,914.60 are available in the Public Works 2021-2022 fiscal year budget in Account Nos. 1900-710-000-4262 ($61,914.60) and 1900-710-000-4249 ($10,000).

RECOMMENDATION

Staff recommends the City Council adopt the attached Resolution.

JOHN STRICKLAND, PROJECT MANAGER
PUBLIC WORKS ENGINEERING DEPARTMENT

APPROVED FOR FORWARDING:

RONERICK D. SIMPSON
CITY MANAGER

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO A PROFESSIONAL SERVICES AGREEMENT WITH AND ESTABLISH A PURCHASE ORDER FOR KIMLEY-HORN AND ASSOCIATES, INC. TO PREPARE A LOCAL ROADWAY SAFETY PLAN FOR THE PUBLIC WORKS ENGINEERING DEPARTMENT ($71,914.60)

WHEREAS, adoption of this resolution will authorize the City Manager to enter into a professional services agreement with and establish a purchase order for Kimley-Horn and Associates, Inc. to prepare a Local Roadway Safety Plan for the Public Works Engineering Department and authorize the establishment of a purchase order in the amount of $71,914.60; and

WHEREAS, federal regulations require each state has a Strategic Highway Safety Plan (SHSP); and

WHEREAS, an SHSP is a statewide data driven traffic safety plan that coordinates the efforts of a wide range of organizations to reduce traffic accidents fatalities and serious injuries on all public roads; and

WHEREAS, in coordination with federal, state, local and private sector safety stakeholders, the SHSP establishes goals, objectives, and emphasis areas; and

WHEREAS, the SHSP addresses the 4Es of traffic safety: Engineering, Enforcement, Education, and Emergency Services; and

WHEREAS, while the SHSP is used as a statewide approach for improving roadway safety, a Local Road Safety Plan (LRSP) is a means for providing local road owners with an opportunity to address unique safety needs in their jurisdictions; and

WHEREAS, the process of preparing a LRSP creates a framework to systemically identify and analyze safety problems and recommend safety improvements; and

WHEREAS, preparing an LRSP facilitates the development of local agency partnerships and collaboration, resulting in a prioritized list of improvements and actions that can demonstrate a defined need and contribute to the statewide plan; and

WHEREAS, the LRSP offers a proactive approach to addressing safety needs and demonstrates agency responsiveness to safety challenges; and

WHEREAS, an LRSP also provides a framework for organizing stakeholders to identify, analyze, and prioritize roadway safety improvements on local and rural roads and the process of developing an LRSP can be tailored to local protocols, needs, and issues; and

WHEREAS, in future Highway Safety Improvement Projects (HSIP) Calls-for-Projects, an LRSP will be preferred or required for an agency to be eligible to apply for federal HSIP funds; and

WHEREAS, the LRSP shall evaluate the overall system to determine what improvements can be made to increase vehicle and pedestrian safety and the LRSP should be designed as a living document that can be updated to reflect changing needs and priorities; and

WHEREAS, Caltrans has made funding available to local agencies for the development of their LRSP’s in advance of the HSIP calls that will require an LRSP to apply; and

WHEREAS, on October 1, 2020, the City of Compton was awarded $72,000 from Caltrans, with a required $8,000 (10%) local match, based on the Caltrans award formula that considers the City's population, centerline miles and lane miles; and

WHEREAS, on November 2, 2021, the Public Works Engineering Department solicited Request For Proposals (RFP's) from qualified consultants to develop the City's Local Safety Road Plan (LRSP); and

WHEREAS, the Request For Proposal (RFP) seeks to secure the most qualified consultant to prepare a LRSP that aligns with the California State Highway Safety Plan and the Federal Highway Safety Plan and it will serve as an important tool for saving lives and reducing injuries on the City's local roadways; and

WHEREAS, on December 2, 2021, the City received a total of six proposals that were reviewed and ranked by staff and the top 3 firms were selected based on their responsiveness, qualifications, work experience, professional expertise, and costs.

WHEREAS, the top three proposals are listed below:

Rank	**Firm**	**Location**	**Fee**
1	Kimley-Horn	Los Angeles, CA	$71,914.60
2	KOA	Monterey Park, CA	$78,449.16
3	Willdan	Industry, CA	$78,000.00; and

WHEREAS, the proposal review committee consisted of Public Works, City Manager's Office and our consulting staff. The committee reviewed the materials in the proposals submitted by the consultant and ranked the most qualified proposals; and

WHEREAS, the proposal submitted by Kimley-Horn and Associates, Inc. was deemed the lowest responsive bidder to prepare the City's Local Safety Road Plan; and

WHEREAS, Kimley-Horn is a full-service engineering, planning and environmental consulting firm providing a comprehensive range of services to public and private clients throughout the United States; and

WHEREAS, Kimley-Horn is devoted to supporting local agencies in recommending safety enhancements in areas throughout California and their team's knowledge ranges from traffic safety planning and engineering to bicycle and pedestrian facility planning, safety and design; and

WHEREAS, Kimley-Horn has completed LRSPs and Systemic Safety Analysis Reports (SSARs), Strategic Highway Safety Plan (SHSP) projects, Road Safety Audits (RSAs), Safety Management Plans (SMPs), data collection and crash analysis, and design safety countermeasures throughout the country, including for the cities of Santa Clarita, Artesia, Lancaster, Ventura, Anaheim, San Clemente, Seal Beach, Costa Mesa, Eastvale, Chino, Perris, Goleta, Palm Desert, La Quinta, Santa Cruz, and Sunnyvale as well as the counties of Imperial and Ventura; and

WHEREAS, the services to be rendered by Kimley-Horn will include, but is not limited to the tasks below:

Task 1 **Identify Working Group**

i. Consultant will identify and engage stakeholders to develop a working group, stakeholders may include first responders (Local, County, State law enforcement and medical groups), transportation authorities, local school districts, business groups, residents, and etc. Consultant to coordinate and lead stakeholder meetings at least twice during the LRSP development for the following: 1). Identify high need areas and stakeholder priorities, establish LRSP vision and goals, and review potential solutions and countermeasures; and 2). Prioritize project implementation plans, and review and comment on the final LRSP.

Task 2 **Analyze Safety Data**

i. Consultant will review existing data, programs, policies, and activities; and provide a brief summary of current efforts to address transportation safety.

ii. Consultant is not expected to collect new data as part of this work effort. Data and summaries that are currently available, including but not limited to the Statewide Integrated Traffic Records System (WITRS), and Los Angeles County Sheriff's Department to develop the LRSP. The data analysis will document findings which may include trends/patterns in crash type, driver factors, roadway features, vehicle factors, and/or environmental conditions.

Task 3 **Develop Countermeasures**

i. Consultant will work with City and stakeholders to identify emphasis areas and to establish goals and specific countermeasures to address safety issues. Areas should generally be consistent with trends identified as part of the data analysis. Countermeasures will include the 4Es of highway safety – Engineering, Enforcement, Education, and Emergency Response. Countermeasures will be developed to specifically address emphasis areas. Consultant will establish measurable objectives and goals.

ii. A variety of resources are available for selecting effective and validated countermeasures strategies, including: Federal Highway Administration (FHWA) Proven Countermeasures, Highway Safety Manual (HSM), National Highway Traffic Safety Administration (NHTSA) Countermeasures that work, Crash Modification Factor (CMF) Clearinghouse, and etc. The consultant is encouraged to offer other effective countermeasures.

Task 4 **Development of Final LRSP**

i. Consultant will develop a final LRSP using the information from previous tasks. The plan will include implementation strategies as well as a methodology for periodic review and update once the initial plan has been approved.

WHEREAS, funds in the amount of $71,914.60 are available in the Public Works 2021-2022 fiscal year budget in Account Nos. 1900-710-000-4262 ($61,914.60) and 1900-710-000-4249 ($10,000); and

WHEREAS, in order to authorize the City Manager to enter into a professional services agreement with and establish a purchase order for Kimley-Horn and Associates, Inc. to prepare a Local Roadway Safety Plan and authorize the establishment of a purchase order in the amount of $71,914.60, City Council's authorization is necessary.

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

SECTION 1. That the City Manager, upon the advice and approval of the City Attorney is hereby authorized to enter into a professional services agreement with Kimley-Horn and Associates, Inc. to prepare a Local Roadway Safety Plan for the Public Works Engineering Department.

SECTION 2. That a purchase order in the amount of $71,914.60 is hereby authorized to be established for Kimley-Horn and Associates, Inc.

SECTION 3. That funds in the amount of $71,914.60 are available in the Public Works 2021-2022 fiscal year budget in Account Nos. 1900-710-000-4262 ($61,914.60) and 1900-710-000-4249 ($10,000).

SECTION 4. That copies of this Resolution shall be filed in the offices of the City Manager, City Controller, City Clerk, City Attorney and the Public Works Engineering Department.

SECTION 5. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

ADOPTED this _____ day of _____, 2022.

_____
MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

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

I, Alita Godwin, City Clerk of the City of Compton, hereby certify that the foregoing Resolution was passed and 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 _____, 2022.

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

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

_____
CITY CLERK OF THE CITY OF COMPTON

PROPOSAL FOR THE

City of Compton's **Local Roadway Safety Plan**









Prepared by:

Kimley»Horn

Expect More. Experience Better.

Cover Letter

December 2, 2021

» 660 South Figueroa Street
Suite 2050
Los Angeles, CA 90017
TEL 213.261.4040

John Strickland, Project Manager
City of Compton, City Clerk's Office
205 South Willowbrook Avenue
Compton, CA 90220

Re: Proposal for the City of Compton's Local Roadway Safety Plan (LRSP)

Dear Mr. Strickland and Members of the Selection Committee:

The **City of Compton** (City) is seeking the assistance of a qualified consultant in the preparation of a Local Roadway Safety Plan (LRSP). As an industry leader in safety, **Kimley-Horn** is well-qualified and dedicated to providing unique consulting services to the City for your LRSP. We bring the established experience to develop an LRSP that is tailored to your local procedures, desires, and issues, while maintaining accordance with state and federal guidelines. The following benefits prove that Kimley-Horn is well-suited to support the City on this project:

Unparalleled Knowledge of LRSPs. Kimley-Horn is devoted to supporting local agencies in recommending safety enhancements in areas throughout California. Our team's knowledge ranges from traffic safety planning and engineering to bicycle and pedestrian facility planning, safety, and design. We have completed LRSPs and Systemic Safety Analysis Reports (SSARs), Strategic Highway Safety Plan (SHSP) projects, Road Safety Audits (RSAs), Safety Management Plans (SMPs), data collection and crash analysis, and design of safety countermeasures throughout the country, including for the cities of Santa Clarita, Artesia, Lancaster, Ventura, Anaheim, San Clemente, Seal Beach, Costa Mesa, Eastvale, Chino, Perris, Goleta, Palm Desert, La Quinta, Santa Cruz, and Sunnyvale as well as the counties of Imperial and Ventura. Our previous experience and lessons learned from these projects have afforded us the information to develop effective and cost-efficient LRSPs. Kimley-Horn's familiarity with the LRSP process will provide you with a successful project.

Fresh Perspective Providing Proven Solutions. Our firm's diverse experience in safety-related projects has allowed us to develop a fine-tuned approach to safety. We will deliver innovative techniques to generate the best results for the City, providing you with a prioritized list of low-cost safety improvements that can be applied not only at challenging segments, but throughout the City. This can be used and applied toward Highway Safety Improvement Plan (HSIP) grants for application—another area Kimley-Horn has significant experience in and can provide solutions for the City's needs.

Local Leadership and Commitment to Your Success. Through our established past, Kimley-Horn proves that we are dedicated to surpassing expectations and serving local cities alike. Project manager and point of contact **Jean Fares, P.E.** brings more than 30 years of professional traffic safety management experience. Jean's experience in supporting and leading transportation planning and engineering projects is evidence of his continued success with LRSPs. For this endeavor, Jean will be supported by principal-in-charge **Mike Colety, P.E., PTOE, RSP$_{1}$, RSP$_{2I}$, RSP$_{2B}$**, who brings 25 years of professional traffic and transportation engineering experience to the project, along with QC/QA reviewer **Darryl dePencier, AICP, GISP, RSP$_{2B}$**, project engineer **Jason Melchor, P.E.**, project planner **Kyle McGowan, AICP**, and project analysts **Abbey Ibarra**, **Amanda Forsans**, and **Zander Dally**. Kimley-Horn will pair our in-house, certified team with **Crossroads Software, Inc.**, a California-based software development company specializing in software for traffic divisions of police departments and traffic engineering departments, to provide data collection on the project.

We are committed to providing you with a high level of professional services and are excited for the opportunity to further enhance the City's transportation safety to reduce fatalities and serious injuries. Our team will support you from our local downtown Los Angeles office to provide the most direct support to this partnership. Should you have any questions about our proposal or require any additional information, please contact our project manager **Jean Fares, P.E.**, at 213.354.9402, jean.fares@kimley-horn.com, or the address listed above.

Sincerely,
KIMLEY-HORN AND ASSOCIATES, INC

Jean Fares, P.E.
Project Manager/Sr. Vice President



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1. General Experience

Firm Overview

Kimley-Horn is a full-service engineering, planning, and environmental consulting firm providing a comprehensive range of services to public and private clients throughout the United States. Founded in 1967, our company has grown from a small group of traffic engineers and transportation planners to a multidisciplinary firm of more than 5,500 in 98 offices nationwide. Our 11 California offices, including local offices in Downtown Los Angeles, Orange, Riverside, and San Diego, have nearly 580 engineers, planners, designers, and technicians—affording us the depth of resources (finances, equipment, labor, and capacity) reasonably necessary to staff and execute virtually any assignment in response to the City's needs for this LRSP. We provide our clients with the local knowledge and responsiveness of a small organization, backed by the depth of resources only a national firm could offer.

Our organizational structure is comprised of our local office practice leaders, technical and project support staff, a regional leader, production managers, and business, human resource, and marketing managers. This structure has led to financial stability within the firm. In addition, we uphold a disciplined focus on business fundamentals to operate the firm conservatively, and our internal controls and business standards— promoted by our leadership team—are intended to keep our foundation strong. We have an untapped $10 million operating line of credit available for short-term cash flow needs. The firm's cash flow continues to be very robust, and we have no history of credit problems or bankruptcy. Kimley-Horn has more than acceptable resources and lines of credit to help acquire a successful partnership and project.

Kimley-Horn's continued growth and stability over the past 54 years is the direct result of our firm's commitment to integrity and devotion to providing quality services. **According to *Engineering News-Record*, Kimley-Horn ranks 10th in transportation among the nation's top 500 design firms.** The Kimley-Horn team is committed to providing the City with high-quality solutions that will surpass your expectations.

Experience and Qualifications

Our proposed project team brings technical knowledge and partners that will enhance the progress of an accurate and effective LRSP. In summary, the Kimley-Horn team offers specialists for the following service areas to support you in this endeavor:

LRSP

Kimley-Horn understands that an LRSP is a proactive approach to safety analysis. Existing crash patterns show part of the safety picture, but only show us where crashes have occurred, not necessarily where conditions that elevate the risk of crashes exist. An LRSP is intended to identify high crash locations within a city or county and diagnose what conditions might contribute to that elevated crash activity. The LRSP then identifies countermeasures that can be applied systemically throughout the city or county where those conditions exist to remove those higher risk conditions before crashes occur. We recognize that an LRSP is not fixed in its scope or breadth and that each jurisdiction faces unique safety challenges, driver behavior patterns, and historical roadway development. Our approach is to explore what is normal within the City of Compton. In an effort to provide completeness and to set safety benchmarks customized for the City, our approach will be to:

- Refine the work plan with City staff
- Conduct a citywide network screening to establish crash rate benchmarks for intersections and roadway segments
- Identify locations with the highest crash volumes and highest risk factors based on network screening (from the designated corridors and intersections)
- Map crash patterns at higher crash locations
- Conduct field review of higher crash locations
- Identify countermeasures that would likely reduce crashes
- Establish template projects and benefit/cost assessments to produce short, medium, and long-term projects that the City can pursue funding for
- Actively engage with stakeholders
- Focus on driver behavior factors as well as roadway engineering

Traffic Engineering

Our team brings comprehensive traffic engineering experience in traffic engineering and operations and traffic studies and analyses, including the evaluation of operational characteristics, safety, capacity, circulation, flow, and access. Our traffic engineers are highly-trained and capable in using software—including VISSIM, CORSIM, HCS+, Synchro/SimTraffic, SIDRA Intersection, Signal 2020, and Transyt-7F—to evaluate the operating conditions for existing or proposed roadway configurations. In addition, our staff has the ability to translate these analyses into easy-to-understand content for the general public, as well as public officials and other stakeholders. Detailed services we provide include:

- Safety studies
- High accident location studies
- Access-Egress and internal circulation studies
- Speed, classification, and volume studies
- Origin-Destination studies
- Traffic calming studies and cut-through analysis
- Data collection
- Collision analysis
- Freeway, arterial, and intersection capacity analysis
- Interchange justification/modification reports
- Traffic simulation/animation
- Sidewalk needs studies
- Asset inventory
- Traffic Impact Analysis (TIA) studies
- Roundabout feasibility studies
- Median modification studies
- Maintenance of traffic plans
- Expert testimony

Bicycle and Pedestrian Planning

We prioritize implementable solutions that enable safe and comfortable access for multi-modal users, accounting for bicyclists and pedestrians of various ages and abilities. Our bicycle and pedestrian planning experience includes municipal, regional, and statewide plans, corridors, and wayfinding studies. We have successfully actualized countless on-street bikeway, sidewalk, and greenway designs as well as innovative operational studies for a variety of systems, such as in-road bicycle detection systems. We are frequently asked to take our bicycle and pedestrian planning projects from design to construction administration, demonstrating our clients' trust in the quality of our project delivery and resulting product.

Traffic Data Collection

Our team members are skilled at using manual and advanced technology to collect traffic data. Based on the need, our team can capture field data with basic methods or through use of portable GPS devices that allow digital photo linking capabilities and direct importation into GIS mapping and software such as ESRI ArcGIS. We take care to obtain accurate data because it is the basis for a traffic study. Often, some data (such as accident reports or recent traffic counts) can be obtained from existing sources. However, if new data is needed, Kimley-Horn knows the criteria for data collection, documentation, and compilation.

Grant Writing

Our planning studies are geared toward practical, community-based solutions that meet the objectives of many grant programs. We have a consistent record of winning grants from the Active Transportation Program (ATP), Smart Growth Program, and HSIP. With our recent experience completing the statewide HSIP implementation plan, we have the most direct pipeline to obtaining funding. In the past few years alone, we have helped clients secure more than $200 million for the implementation of various projects. We can harness our experience to assist the City with understanding deadlines, application processes, and scoring criteria associated with grant funding. ***Identifying projects through the LRSP is an important first step; getting them funded and built is key to actualizing change.***

Caltrans Knowledge

Kimley-Horn has completed projects in more than 70 municipalities in California, many of which involved some level of coordination with Caltrans. As a result, we have developed a clear understanding of standards, procedures, and local assistance programs. Our established relationships with Caltrans staff in various districts, including District 7, and our experience on ongoing SHSP projects will prove useful to future LRSPs. Kimley-Horn and the proposed team offer the insight to navigating regulatory challenges, codes, procedures, and infrastructure requirements.

LRSP Projects in the Last 5 Years

The map below highlights our team's comprehensive statewide safety experience. Each project was completed, or is in the process of being completed, by members of our project team within budget and on schedule. Our specific project examples detailing the services we provided for these projects can be found in Section 2: Relevant Project Experience.



OVER 135 LRSPs *in other states*

COUNTY LRSPS, SSARPS, AND RSSAS

1. Nevada County RSSA
2. Placer County RSSA
3. Marin County RSSA
4. San Joaquin County SSARP
5. Calaveras County RSSA
6. Stanislaus County RSSA
7. Mono County SSARP
8. Monterey County RSSA
9. Ventura County LRSP
10. Imperial County RSSA
11. San Benito County LRSP
12. Sutter County LRSP

STATEWIDE SAFETY PROJECTS

- California Strategic Highway Safety Plan
- California Strategic Performance Measures Targets
- California Highway Safety Improvement Program Implementation Plan

CITY LRSPS, SSARPS, AND RSSAS

13. Sunnyvale SSARP
14. Goleta SSARP
15. Ventura SSARP
16. Santa Clarita SSARP/LRSP
17. Lancaster SSARP
18. Artesia LRSP
19. Anaheim LRSP
20. Eastvale SSARP
21. La Quinta SSARP
22. Perris LRSP
23. Imperial Beach LRSP
24. Moreno Valley RSA / RSSA
25. Santa Cruz LRSP
26. Palm Desert LRSP
27. Citrus Heights LRSP
28. Roseville LRSP
29. Rocklin LRSP
30. South San Francisco LRSP
31. Rancho Cordova LRSP
32. Indio LRSP
33. San Clemente LRSP
34. Costa Mesa LRSP
35. Seal Beach LRSP
36. Tracy LRSP
37. Hollister LRSP
38. San Juan Bautista LRSP
39. Santa Maria LRSP
40. Lincoln LRSP
41. Simi Valley LRSP
42. Agoura Hills LRSP
43. West Hollywood LRSP
44. Chino LRSP

2. Relevant Project Experience

Kimley-Horn has a diverse portfolio of expertise which includes both safety planning and engineering and bicycle and pedestrian facility planning safety design. This gives us the ideal experience to be able to complete your LRSP on your terms. Detailed descriptions of several recent, directly related projects can be found below. Our clients know that with Kimley-Horn, they can expect more and experience better. That's why, in addition to reading the ways in which we have served our clients, we invite you to contact them personally regarding our work history and quality of service.

Caltrans, Strategic Highway Safety Plan (SHSP) Update and Implementation, Statewide, CA

Kimley-Horn is leading California's 2020 to 2024 SHSP Update and Implementation, a multi-agency collaborative effort. The SHSP's mission is to provide a safe and sustainable transportation system for all motorized and nonmotorized users on all public roads in California. Kimley-Horn's role is to assist with SHSP development, action plans, and compliance with federal requirements. The final SHSP will provide guidance about areas of emphasis, make recommendations for improvement, and note responsible agencies and individuals for each action. Kimley-Horn will support Caltrans with overseeing implementation for the next several years. This project has required extensive coordination with a steering committee, executive committee, and several working groups. These groups meet at regular intervals, and a rigid deliverable schedule is required to get meaningful input from each of these groups. Kimley-Horn has successfully worked with Caltrans staff to keep the project on schedule and on budget, while remaining versatile enough to respond to feedback that occasionally shifts project priorities and objectives.

- **Contact:** Rachel Carpenter – Caltrans; 916.651.1248, rachel.carpenter@dot.ca.gov
- **Contract Value:** $7,936,669
- **Project Dates:** July 2018-Ongoing

Caltrans, Safety Performance Management Target Setting Analysis, Statewide, CA

Kimley-Horn was selected for this project to assist Caltrans in coordinating with stakeholders across the state—including state agencies, MPOs, and tribal governments—to establish annual Safety Performance Measure Targets (SPMTs). Under the FAST Act, Caltrans is required to establish annual safety targets for each of the following five performance measures: 1) number of fatalities, 2) rate of fatalities, 3) number of serious injuries, 4) rate of serious injuries, and 5) number of non-motorized fatalities and non-motorized serious injuries. The project successfully set a process to assess roadway safety to assist with the planning on how to most effectively allocate safety funding. This project included stakeholder coordination and the development of a safety performance measure target dashboard developed with Tableau software. Some aspects of this dashboard are now available within the California SHSP Crash dashboard at https://shsp.dot.ca.gov/.

- **Contact:** Gretchen Chavez – Caltrans; 916.654.6101, gretchen.chavez@dot.ca.gov
- **Contract Value:** $136,762
- **Project Dates:** March 2018-May 2019

City of Artesia, LRSP, Artesia, CA

Kimley-Horn worked with the City of Artesia to develop an LRSP that used local crash histories to identify trends and patterns within the City that will inform the development of a customized countermeasure toolbox. The plan identified locations with higher crash rates, higher crash costs, and crash patterns to determine the physical roadway characteristics and driver attributes that contributed to the largest number and highest severity of crashes.

- **Contact:** Ernesto Sanchez – City of Artesia; 562.865.6262, esanchez@cityofartesia.us
- **Contract Value:** $74,799
- **Project Dates:** March 2020-January 2021

City of Santa Clarita, LRSP, Santa Clarita, CA

Kimley-Horn is developing an LRSP focused on all roadway users. This plan uses a statistical evaluation of citywide crash data to identify emphasis areas that the City can focus safety resources on to reduce traffic injuries. The plan includes a broader countermeasure toolbox of engineering, policy, program, and enforcement measures that the City can draw from.

Contact: Mark Hunter – City of Santa Clarita; 661.286.4042, mhunter@santa-clarita.com

Contract Value: $129,475

Project Dates: March 2021-Ongoing

City of Santa Clarita, Citywide Analysis of Pedestrian and Bicycle Collisions Systemic Safety Analysis Report Project (SSARP), Santa Clarita, CA

Kimley-Horn worked with the City of Santa Clarita to conduct a bicycle- and pedestrian-oriented SSAR that will help the City reduce the number of injuries and fatalities while encouraging additional active transportation use. The analysis compared Level of Traffic Stress against the existing and planned network of bicycle and pedestrian facilities within the city and observed where injuries and fatalities align with gaps or deficiencies in the transportation network. High demand, high injury locations were observed and diagnosed with the objective of identifying systematic improvements that would provide benefit at multiple locations that would both improve safety and encourage more bicycling and walking in the City.

Contact: Gus Pivetti – City of Santa Clarita; 661.255.4330, gpivetti@santa-clarita.com

Contract Value: $98,912

Project Dates: May 2018-March 2019

City of Anaheim, LRSP, Anaheim, CA

The City of Anaheim received grant funding from Caltrans to conduct an LRSP to help the City identify and prioritize the most effective ways to improve traffic safety for all users, as part of a statewide goal to reduce traffic injuries and fatalities. The LRSP addresses safety through roadway improvements, measures to modify driver behavior, and improved emergency response. The LRSP has resulted in a set of data driven recommendations, coupled with input from key stakeholders representing the four E's of safety included in the SHSP: engineering, enforcement, education, and emergency services. Kimley-Horn is developing the LRSP for the City, which includes a customized toolbox of countermeasures that address the most common local challenges that align with statewide funding priorities.

Contact: Ralph Contreras – City of Anaheim; 714.765.4526, rcontreras@anaheim.net

Contract Value: $71,990

Project Dates: May 2020-Ongoing

City of Eastvale, SSAR/LRSP, Eastvale, CA

Kimley-Horn provided engineering services to prepare an SSAR with a focus on addressing safety concerns for vehicular and pedestrian patterns associated with available collision data for the most recent three- or five-year period for which data is available. The goal was to provide the City with an overall understanding of available traffic data and safety analysis to identify areas with a high risk for collisions that will allow the City to plan for future safety improvements for the short, mid, and long-term. Kimley-Horn is also working with the City to develop an LRSP that will satisfy both local priorities and the LRSP guidance issues by Caltrans and the Federal Highway Administration (FHWA), as well as lay the foundation for an ongoing program of safety analysis and countermeasure development suitable for a first step in a long-term Vision Zero strategy.

Contact: Jimmy Chung – City of Eastvale; 951.361.0900, jchung@eastvaleca.gov

Contract Value: SSAR: $88,692; LRSP: $61,381

Project Dates: SSAR: December 2019-December 2020; LRSP: August 2021-Ongoing

City of Perris, LRSP, Perris, CA

Kimley-Horn assisted the City of Perris with their LRSP to help prioritize the most effective ways to improve traffic safety for all users, as part of a statewide goal to reduce traffic injuries and fatalities. The LRSP addressed safety through roadway improvements, measures to modify driver behavior, and improved emergency response. The LRSP resulted in a set of data driven recommendations, coupled with input from key stakeholders representing the four E's of safety included in the SHSP; engineering, enforcement, education, and emergency services.

- **Contact:** Judy Haughney – City of Perris; 951.943.6504, jhaughney@cityofperris.org
- **Contract Value:** $79,124
- **Project Dates:** August 2020-March 2021

City of Palm Desert, LRSP, Palm Desert, CA

Kimley-Horn developed an LRSP for the City of Palm Desert that identified the trends and patterns for traffic collisions in the City and included a customized toolbox of countermeasures that address the most common local challenges that align with statewide funding priorities.

- **Contact:** Randy Bowman – City of Palm Desert; 760.776.6493, rbowman@cityofpalmdesert.org
- **Contract Value:** $78,986
- **Project Dates:** June 2020-June 2021

City of Imperial Beach, LRSP, Imperial Beach, CA

Kimley-Horn provided traffic safety services to prepare an LRSP, including a citywide traffic collisions analysis identifying safety issues throughout the City's road network. The overall goal of this project was to provide the City with a detailed understanding of high-risk locations for collisions and identify engineering, education, and enforcement countermeasures that would allow the City to plan for future safety improvements for the immediate, mid-range, and long-term. This document provided guidance on selecting projects that will be well defined for future grant cycles. The project involved partnership with Crossroads and detailed crash data analysis to identify the number of collisions, collision risk factors and rates, collision types and severity, crash rates, and various environmental variables. Based on the findings for Imperial Beach having more frequent vulnerable user crashes (pedestrian, bicycle, motorcycle), infrastructure and non-infrastructure countermeasure recommendations to reduce the likelihood of future crashes were identified. The project also included public outreach and involvement to get feedback from residents.

- **Contact:** Eric Minicilli – City of Imperial Beach; 619.628.1369, eminicilli@imperialbeachca.gov
- **Contract Value:** $81,915
- **Project Dates:** February 2020-April 2021

City of Goleta, Traffic Safety Study for the SSARP/LRSP, Goleta, CA

The City of Goleta was awarded an SSARP subsidiary grant in 2016, and selected Kimley-Horn to prepare a SSARP in 2018. The SSAR focuses on selected major corridors within the city and is informed by citywide safety performance to determine what crash patterns stand out and lend themselves to cost-effective countermeasures. The selected crash locations will be used to develop template projects that will be part of a toolbox that the City can use to simplify the process of identifying higher risk locations and appropriate treatments citywide. The City was recently awarded additional funding to conduct an LRSP; Kimley-Horn will expand the traffic safety study to incorporate the LRSP elements.

- **Contact:** Teresa Lopes – City of Goleta; 805.961.7563, tlopes@cityofgoleta.org
- **Contract Value:** SSARP: $238,401; LRSP: $43,000
- **Project Dates:** SSAR, December 2018-July 2021; LRSP, February 2021-Ongoing

City of Santa Cruz, LRSP, Santa Cruz, CA

Kimley-Horn developed an LRSP for the City of Santa Cruz. The plan included an evaluation of best safety practices and common safety challenges in the City. Our efforts included a field tour with key stakeholders while applying the necessary social distancing and safety measures. We accompanied the field overview with successful virtual stakeholder meetings to gather additional stakeholder input. We have also included a customized toolbox of countermeasures that address the most common local challenges that align with statewide funding priorities.

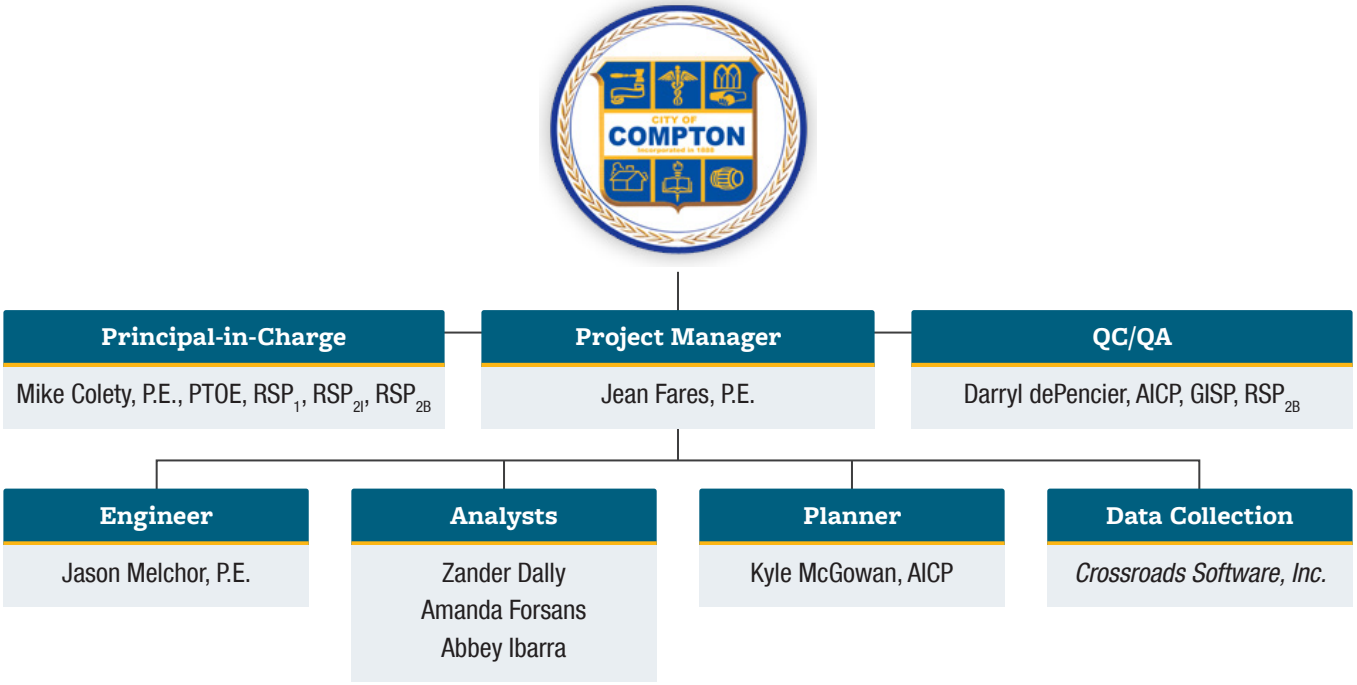
- **Contact:** Claire Gallogly – City of Santa Cruz; 831.420.5107, cgallogly@cityofsantacruz.com
- **Contract Value:** $71,763
- **Project Dates:** May 2020-January 2021

3. Qualifications and Team Experience

Kimley-Horn knows that when you choose a consulting firm, you are really choosing the people who will bring you technical expertise, hands-on experience with similar projects, and a commitment to timely, first-rate deliverables and client service. The proposed Kimley-Horn team has a history of successfully completing projects and a proven track record of providing each assignment focused attention regardless of size. Our project team is unsurpassed in local knowledge and relevant experience and has been structured to provide strong support to the City and the City's project manager.

The organization chart below delineates the roles and responsibilities of our key personnel. Notably, our team will be led by **Jean Fares, P.E.**, a successful Kimley-Horn project manager with over a decade of experience in transportation safety projects alone. Jean and his team have thorough knowledge of the LRSP process and extensive experience coordinating communications between stakeholder groups and City staff throughout plan development. Jean will serve as your key contact and will maintain a close working relationship with City staff throughout the project. He will oversee an in-house team of well-qualified engineers and analysts, specializing in safety planning and engineering. In addition, he will manage our subconsultant, **Crossroads Software, Inc.**

Qualifications and relevant experience for our proposed project team members are included in the resumes following the organization chart.



Resumes



Jean Fares, P.E.

Project Manager

Jean has more than 30 years of professional experience in the fields of traffic and transportation engineering, including systematic safety analysis, traffic signal design, signal system design, traffic signal timing, traffic operations, signing and marking plans preparation, and traffic control plans. In addition to signal design and corridor signal operations, Jean has extensive experience with ITS technologies.

Professional Credentials:

- Bachelor of Science, Architecture, California Polytechnic State University, Pomona
- Professional Engineer in California #TR2097

Professional Affiliations:

- Institute of Transportation Engineers (ITE), Member
- Orange County Traffic Engineering Council, Member

Relevant Experience

- **City of Santa Clarita, SSAR, Santa Clarita, CA** – Project Manager
- **City of Santa Clarita, LRSP, Santa Clarita, CA** – Project Manager
- **City of Seal Beach, LRSP, Seal Beach, CA** – Principal-in-Charge
- **City of Palm Desert, LRSP, Palm Desert, CA** – Project Manager
- **City of Perris, LRSP, Perris, CA** – QC/QA Manager
- **City of Indio, LRSP, Indio, CA** – Project Manager
- **City of Santa Clarita, Citywide Analysis of Pedestrian and Bicycle Collisions Systemic Safety Analysis Report Project (SSARP), Santa Clarita, CA** – Project Manager
- **City of La Quinta, SSAR, La Quinta, CA** – Project Manager
- **County of Ventura, LRSP, Ventura County, CA** – Principal-in-Charge
- **City of Goleta, Traffic Safety Study for the SSARP/LRSP, Goleta, CA** – QC/QA Manager
- **City of Ventura, SSAR, Ventura, CA** – Project Engineer
- **County of Los Angeles, On-Call Traffic Engineering Services, Los Angeles County, CA** – Project Manager
- **City of Chino, On-Call Traffic Engineering Services, Chino, CA** – Project Manager
- **City of Chino, LRSP, Chino, CA** – Project Manager
- **County of Imperial, SSAR for Varied Roadways, Imperial County, CA** – Project Manager
- **City of Glendale, On-Call Traffic Engineering Services, Glendale, CA** – Project Manager
- **City of Thousand Oaks, On-Call Traffic Engineering Services, Thousand Oaks, CA** – Project Manager
- **City of Culver City, On-Call Traffic Engineering Services, Culver City, CA** – Project Manager
- **City of Downey, On-Call Traffic Engineering Services, Downey, CA** – Project Manager



Mike Colety, P.E. PTOE, RSP_{1}, RSP_{2I}, RSP_{2B}

Principal-in-Charge

Mike has over 25 years of experience with the evaluation, planning, and design of transportation facilities that address the safety and mobility of all road users. He is currently leading the Update and Implementation of the Strategic Highway Safety Plans (SHSPs) for both California and Nevada and also has extensive experience with local and regional transportation safety planning. Mike led the Highway Safety Manual (HSM) Implementation for the Nevada Department of Transportation (NDOT) as well as assisted with the Federal Highway Administration (FHWA) Scale and Scope of HSM Guidebook and the Guide for Scalable Risk Assessment Methods for Pedestrians and Bicyclists. Mike has worked on over 10 LRSPs and has facilitated over 30 Road Safety Audits. He uses his experience and lessons learned to work with agencies to complete a data driven analysis, select cost effective solutions, and identify funding for implementation.

Professional Credentials:

- Master of Science, Civil Engineering, California Polytechnic State University, San Luis Obispo
- Bachelor of Science, Civil Engineering, California Polytechnic State University, San Luis Obispo
- Professional Engineer in California #60858
- Professional Traffic Operations Engineer #1601
- Road Safety $Professional_{1}$ #22
- Road Safety $Professional_{2I}$ #7
- Road Safety $Professional_{2B}$ #16

Relevant Experience

- **City of Santa Clarita, LRSP, Santa Clarita, CA** – Principal-In-Charge
- **City of Eastvale, SSAR, Eastvale, CA** – QC/QA Manager
- **City of Goleta, Traffic Safety Study for the SSARP/LRSP, Goleta, CA** – Principal-in-Charge
- **City of Santa Cruz, LRSP, Santa Cruz, CA** – QC/QA Manager
- **Caltrans, California Strategic Highway Safety Plan Update and Implementation (SHSP), Statewide, CA**– Project Manager
- **City of Simi Valley, LRSP, Simi Valley, CA** – QC/QA Manager
- **City of Ventura, LRSP, Ventura County, CA** – QC/QA Manager
- **City of Ventura, SSAR, Ventura, CA** – Principal-in-Charge
- **County of Imperial, SSAR for Varied Roadways, Imperial County, CA** – Principal-in-Charge
- **City of La Quinta, SSAR, La Quinta, CA** – Principal-in-Charge
- **Regional Transportation Commission of Southern Nevada (RTC), Southern Nevada Transportation Safety Plan, Las Vegas, NV** – Project Manager
- **Regional Transportation Commission of Southern Nevada (RTC), Nevada Statewide Bicycle Plan, Las Vegas, NV** – Project Manager
- **Regional Transportation Commission of Southern Nevada (RTC), Las Vegas Boulevard Pedestrian Study, Las Vegas, NV** – Project Engineer
- **Regional Transportation Commission of Southern Nevada (RTC), Regional Bicycle Network Gap Analysis, Las Vegas, NV** – Principal-in-Charge
- **NDOT, Strategic Highway Safety Plan (SHSP), Statewide, NV** – Project Manager



Darryl dePencier, AICP, GISP, RSP$_{2B}$

QC/QA

Darryl has been engaged in transportation safety planning for more than 15 years. He has developed tools to root out the spatial relationships between crash events to determine the factors and conditions that increase the probability of vehicle crashes. His experience ranges from establishing safety policy language to network screening, crash site engineering reviews, and developing countermeasure toolboxes. Darryl also conducts statistical analyses of crash activity using methods presented in the Highway Safety Manual, the Local Roadway Safety Manual, and customized analyses for unusual locations or conditions. He has worked on studies at the statewide, regional, local, and site-specific levels that include guidance documents, LRSPs, safety thresholds and audits, and local countermeasure recommendations.

Professional Credentials:

- Master of Science, Urban Spatial Analytics, University of Pennsylvania
- Bachelor of Science, Geography, Carleton University, Ottawa
- Certificate, Geographic Information Systems, Algonquin College, Ottawa
- American Institute of Certified Planners #026552
- Geographic Information Systems Professional #59317
- Road Safety Professional$_{1}$ #279
- Road Safety Professional$_{2B}$ #17

Relevant Experience

- **City of Artesia, LRSP, Artesia, CA** – Project Manager
- **City of Eastvale, SSAR/LRSP** – Project Manager
- **City of Seal Beach, LRSP, Seal Beach, CA** – QC/QA
- **City of Anaheim, LRSP, Anaheim, CA** – QC/QA
- **City of Lancaster, SSARP, Lancaster, CA** – Project Manager
- **City of Santa Clarita, Citywide Analysis of Pedestrian and Bicycle SSARP, Santa Clarita, CA** – QC/QA
- **City of Goleta, Traffic Safety Study for the SSAR, Goleta, CA** – QC/QA
- **City of Perris, LRSP, Perris, CA** – Project Manager
- **City of Palm Desert, LRSP, Palm Desert, CA** – QC/QA
- **City of Imperial Beach, LRSP, Imperial Beach, CA** – QC/QA
- **Caltrans, Strategic Highway Safety Plan (SHSP) Update and Implementation, Statewide, CA** – Project Planner
- **Caltrans, Safety Performance Measure Target Setting Analysis, Statewide, CA** – Project Planner
- **City of Ventura, SSAR, Ventura, CA** – Project Manager
- **City of La Quinta, SSAR, La Quinta, CA** – QC/QA
- **County of Imperial, SSAR for Varied Roadways, Imperial County, CA** – Project Planner
- **County of San Joaquin, SSAR, San Joaquin County, CA** – Project Planner
- **City of Santa Cruz, LRSP, Santa Cruz, CA** – Project Manager



Jason Melchor, P.E.

Project Engineer

Jason is a professional engineer with more than 20 years of experience in traffic engineering and transportation planning. He has worked with clients in Orange, Los Angeles, Riverside, and San Diego Counties to complete systemic safety studies, traffic impact studies, and to perform the technical analysis for a variety of safety projects, transportation planning projects, parking studies, transit analysis, site plan reviews, and circulation studies. His traffic engineering experience includes traffic signal design, signing and striping, traffic control, and signal interconnect design plans. He has acted as in-house staff for the cities of Irvine and Huntington Beach to review development studies and design plans. In this role, Jason worked directly with developers and City staff to provide comments on plan and document submittals. Jason also has experience working with a variety of traffic engineering software programs and computer design packages.

Professional Credentials:

- Bachelor of Science, Civil Engineering; Specialization in Transportation, University of California, Irvine
- Professional Engineer in California #65218

Professional Affiliations

- Institute of Transportation Engineers, Member
- Orange County Traffic Engineering Council, Member

Relevant Experience

- **City of Seal Beach, LRSP, Seal Beach, CA** – Project Manager
- **City of Anaheim, LRSP, Anaheim, CA** – Project Manager
- **City of Palm Desert, LRSP, Palm Desert, CA** – Project Engineer
- **City of Perris, LRSP, Perris, CA** – Project Engineer
- **City of Goleta, Traffic Safety Study for SSAR, Goleta, CA** – Project Manager
- **City of Santa Cruz, LRSP, Santa Cruz, CA** – Project Engineer
- **County of Ventura, LRSP, Ventura County, CA** – Project Engineer
- **City of La Quinta, SSAR, La Quinta, CA** – Project Engineer
- **City of Eastvale, SSAR, Eastvale, CA** – Project Engineer
- **City of Ventura, SSAR, Ventura, CA** – Project Engineer
- **City of Santa Clarita, SSAR, Santa Clarita, CA** – Project Engineer
- **County of Imperial, SSAR for Varied Roadways, Imperial County, CA** – Project Engineer
- **City of Santa Monica, Broadway Protected Bikeway Project, Santa Monica, CA** – Project Manager
- **City of Santa Ana, Santa Ana Boulevard and 5th Street Bikeway, Santa Ana, CA** – Project Engineer
- **City of Anaheim, Gene Autry Way Improvements, Anaheim, CA** – QC/QA Reviewer
- **Riverside County Transportation Department (RCTD), Horizontal Curve Assessment, Riverside County, CA** – Project Engineer



Kyle McGowan, AICP

Project Planner

Kyle is an analyst in the traffic engineering field. His experience providing engineering design support includes crash and roadway analyses, document review, and data collection. Kyle has also been involved in the implementation of Goods Movement, Connected Vehicle, and Integrated Corridor Management (ICM) projects in southern California, where he utilized ArcGIS and design skills to prepare reports and maps of ITS infrastructure improvements. He is proficient with Synchro, Adobe Creative Suite, and SPSS.

Professional Credentials:

- Master of Urban Planning, University of Southern California
- Bachelor of Science, Urban and Regional Planning, University of Arizona
- American Institute of Certified Planners #33483

Relevant Experience

- **City of Santa Clarita, LRSP, Santa Clarita, CA** – Project Planner
- **City of Costa Mesa, LRSP, Costa Mesa, CA** – Project Planner
- **City of Seal Beach, LRSP, Seal Beach, CA** – Project Planner
- **City of Santa Clarita, SSAR, Santa Clarita, CA** – Project Planner
- **City of Eastvale, SSAR, Eastvale, CA** – Project Planner
- **City of Santa Clarita, Citywide Analysis of Pedestrian and Bicycle Collisions Systemic Safety Analysis Report Project (SSARP), Santa Clarita, CA** – Project Planner
- **City of Chino, Engineering & Traffic Survey, Chino, CA** – Project Manager
- **City of Indio, LRSP, Indio, CA** – Project Planner
- **City of Palm Desert, LRSP, Palm Desert, CA** – Project Planner
- **City of Perris, LRSP, Perris, CA** – Project Planner
- **City of Goleta, Traffic Safety Study for the SSARP/LRSP, Goleta, CA** – Project Planner
- **City of Seal Beach, LRSP, Seal Beach, CA** – Project Planner
- **County of Imperial, SSAR for Varied Roadways, Imperial County, CA** – Project Planner
- **City of Inglewood, Stadium Alternative Mitigation Measure: Intelligent Transportation Systems (ITS) Improvements, Inglewood, CA** – Project Planner
- **LA Metro, Arterial ITS Inventory Tool Expansion (ITS First), Los Angeles County, CA** – Project Planner
- **LA Metro, Los Angeles County Regional ITS Architecture (RITSA) Update, Los Angeles, CA** – Project Planner
- **City of Santa Clarita, ITS Phase VII, Santa Clarita, CA** – Project Planner



Zander Dally

Project Analyst

Zander has technical skills in mapping and spatial analysis, graphic design, Travel Demand Modeling, and statistical analysis. He is knowledgeable in ArcGIS (ArcPro, ArcMap, ArcScene, ArcCatalog, Story Map), Adobe Creative Cloud (Photoshop, InDesign, Illustrator), SketchUp, Canva, Bentley CUBE, IBM SPSS Statistics, and Microsoft Excel. Zander has previous experience working on LRSPs and similar transportation projects.

Professional Credentials:

- Master of Science, Urban Planning, Florida State University
- Bachelor of Science, International Affairs, Florida State University

Relevant Experience

- **City of Costa Mesa, LRSP, Costa Mesa, CA** – Analyst
- **City of Seal Beach, LRSP, Seal Beach, CA** – Analyst
- **City of Roseville, LRSP, Roseville, CA** – Analyst
- **City of Tracy, LRSP, Tracy, CA** – Analyst
- **City of Santa Maria, LRSP, Santa Maria, CA** – Analyst
- **City of Chino, LRSP, Chino, CA** – Analyst
- **City of Corona, LRSP, Corona, CA** – Analyst
- **City of Indio, LRSP, Indio, CA** – Analyst
- **City of San Clemente, LRSP, San Clemente** – Analyst
- **San Gabriel Valley Council of Governments, San Gabriel Valley Transit Feasibility Study, Los Angeles County, CA** – Analyst
- **LA Metro, North Hollywood to Pasadena Bus Rapid Transit, Los Angeles County, CA** – Analyst
- **San Manuel Band of Mission Indians, San Manuel Reservation and Casino Permitting, San Bernardino County, CA** – Analyst



Amanda Forsans

Project Analyst

Professional Credentials:

- Bachelor of Science, Civil Engineering, McGill University

Amanda's background is in civil engineering and applied mechanics with a focus in the transportation industry. Her technical skills cover AutoCAD, Microstation, and ArcGIS. She has experience working on LRSPs in the Southern California region and is very familiar with the analysis required for these projects.

Relevant Experience

- **City of Santa Clarita, LRSP, Santa Clarita, CA** – Analyst
- **County of Ventura, LRSP, Ventura County, CA** – Analyst
- **City of Seal Beach, LRSP, Seal Beach, CA** – Analyst
- **City of Costa Mesa, LRSP, Costa Mesa, CA** – Analyst
- **City of San Clemente, LRSP, San Clemente, CA -- Analyst**
- **City of Indio, LRSP, Indio, CA** – Analyst
- **City of San Benito, LRSP, San Benito, CA** – Analyst
- **City of Chino, LRSP, Chino, CA** – Analyst
- **City of Corona, LRSP, Corona, CA** – Analyst



Abbey Ibarra

Project Analyst

Professional Credentials:

- Bachelor of Science, Urban and Regional Planning, California State Polytechnic University, Pomona

Abbey has provided project support using GIS mapping throughout her career at Kimley Horn. As an analyst, Abbey assists in collecting data and implementing the assessing methodology to projects for determining the level of traffic safety, given various parameters. She has experience in sorting GIS data to identify and interpret trends among scattered information. Abbey has also assisted projects with data analysis and data collection. Abbey is fluent in Spanish.

Relevant Experience

- **OCTA, Santa Ana Transit Cooperative Study, Santa Ana, CA** – Analyst
- **City of San Clemente, LRSP, San Clemente, CA** – Analyst
- **City of Tracy, LRSP, Tracy, CA** – Analyst
- **City of Santa Maria, LRSP, Santa Maria, CA** – Analyst
- **City of Costa Mesa, LRSP, Costa Mesa, CA** – Analyst
- **City of Santa Clarita, LRSP, Santa Clarita, CA** – Analyst
- **City of Seal Beach, LRSP, Seal Beach, CA** – Analyst
- **County of Santa Clara, Active Transportation Plan, Santa Clara County, CA** – Analyst
- **City of Indio, LRSP, Indio, CA** – Analyst
- **SBCAG, R20-30 Grant Support, Santa Barbara, CA** – Analyst

Jeff Cullen

Data Collection

Professional Credentials:

- Bachelor of Science, Computer Science with Mathematics, California State University, Fullerton

With more than 30 years of experience in the fields of traffic/transportation, computer applications, and software development, Jeff brings an ability to develop powerful yet practical programming/hardware solutions to each project. Some of his accomplishments in the area of computer applications for transportation engineering include:

- Designing, developing, and implementing software packages for traffic collision and citation reporting and analysis; traffic signal design; graphics and mapping; radar speed study analysis and summary; license plate matching; traffic signal timing and coordination; and transportation planning.
- Using the Microsoft Windows-based Crossroads Software Collision Database package to design and implement application database systems for more than 430 agencies throughout California, Nevada, and Washington, including the cities of Los Angeles, Ventura, Long Beach, Redmond, Fresno, Stockton, and Las Vegas; the counties of Riverside, Los Angeles, Ventura, San Diego, Santa Clara, San Bernardino, and Santa Clara; and many others.
- Developing a full-featured Traffic Control Device Inventory System using Microsoft Access complete with GIS mapping and work order tracking capabilities.

Supplementing Jeff's vast experience in computer systems and software development is hands-on involvement analyzing and summarizing data (utilizing Crossroads Software systems) and preparing traffic signal, preliminary engineering, and final design plans for numerous projects utilizing various design packages.

Relevant Experience

- **City of Perris, LRSP, Perris, CA** – Data Collection
- **City of Santa Cruz, LRSP, Santa Cruz, CA** – Data Collection
- **City of Anaheim, LRSP, Anaheim, CA** – Data Collection
- **City of Goleta, Traffic Safety Study for the SSAR, Goleta, CA** – Data Collection
- **City of Imperial Beach, LRSP, Imperial Beach, CA** – Data Collection
- **City of Palm Desert, LRSP, Palm Desert, CA** – Data Collection
- **City of Indio, LRSP, Indio, CA** – Data Collection
- **City of La Quinta, SSAR, La Quinta, CA** – Data Collection
- **City of Santa Clarita, LRSP, Santa Clarita, CA** – Data Collection
- **City of Santa Clarita, Citywide SSAR, Santa Clarita, CA** – Data Collection
- **City of Ventura, SSAR, Ventura, CA** – Data Collection
- **County of Imperial, SSAR for Varied Roadways, Imperial County, CA** – Data Collection

4. Project Approach

Project Understanding

The City of Compton is taking a major step towards enhanced roadway safety through the development of a LRSP. This plan will help the City identify the factors that contribute most to local traffic collisions and will better position the City for safety funding from state and federal grant programs. Kimley-Horn has extensive experience with the California HSIP, including the development of the HSIP Implementation Plan at the statewide level, and recently over $30M in successful HSIP grants in Cycle 10. The goal of the LRSP is to develop countermeasures that can be systemically implemented to reduce the risk of collisions on City streets. Kimley-Horn's approach builds that toolbox using three separate processes:

1. Identify Citywide emphasis areas such as impaired driving or active transportation that represent a large proportion of traffic injuries
2. Identify site-specific case studies that are representative of other locations in the City for a more detailed audit and focused countermeasures
3. A review of citywide policies, programs, resources, and practices that may have an impact on traffic safety, and the subsequent identification of opportunities to align with safety best practices

This study is important because, in addition to the trauma of injury and loss of life, economic losses in the City of Compton due to traffic injuries on City streets were over $692 million from 2015 through 2020, according to the Statewide Integrated Traffic Records System (SWITRS) and Caltrans HSIP Cost Parameters. The Office of Traffic Safety (OTS) most recently ranked Compton 48 of 102 peer cities in 2018 for traffic injuries after normalizing for population and VMT which suggests that the City has a slightly worse-than-average safety performance for its size. The OTS ranking for several categories is listed in **Table 1**.

Table 1 - Office of Traffic Safety Rankings (2018)

Year	County	Group
2018	LOS ANGELES COUNTY	C
TYPE OF CRASH	**VICTIMS KILLED & INJURED**	**OTS RANKING**
Total Fatal and Injury	429	48/102
Alcohol Involved	26	77/102
Had Been Drinking Driver < 21	0	101/102
Had Been Drinking Driver 21 – 34	4	97/102
Motorcycles	21	38/102
Pedestrians	49	15/102
Pedestrians < 15	3	57/102
Pedestrians 65+	5	45/102
Bicyclists	20	59/102
Bicyclists < 15	0	102/102
Composite	194	67/102
TYPE OF CRASH	**FATAL & INJURY CRASHES**	**OTS RANKING**
Speed Related	52	73/102
Nighttime (9:00pm – 2:59am)	62	15/102
Hit and Run	50	15/102

Kimley-Horn is the lead consultant supporting Caltrans' Strategic SHSP and HSIP Implementation Plan. The SHSP outlines statewide priorities and emphasis areas that are used to narrow down opportunities and potential countermeasures on a local level. When comparing fatalities and serious injuries over the last ten years against statewide trends for SHSP challenge areas, Compton crashes more often involved pedestrians, intersections, bicycles, and aggressive driving. Fewer involved lane departure, improper use of occupant protections, and aging drivers. **Table 2** shows the statewide fatal & severe injury collisions in comparison to data from the City of Compton.

Table 2 - Fatal & Severe Injuries – Statewide vs. Compton

Challenge Areas	Statewide	Compton		
	% of F+SI Collisions (2015-2018)	F+SI Collisions (2015-2018)	% of F+SI Collisions (2015-2018)	% Point Difference
Total	100.0%	136	100.0%	-
Pedestrians	19.3%	43	31.6%	12.3%
Intersections	23.9%	43	31.6%	7.7%
Bicyclists	7.5%	16	11.8%	4.3%
Distracted Driving	4.7%	12	8.8%	4.1%
Aggressive Driving	33.3%	47	34.6%	1.2%
Young Drivers	12.3%	18	13.2%	0.9%
Commercial Vehicles	6.5%	10	7.4%	0.9%
Work Zones	1.4%	0	0.0%	-1.4%
Impaired Driving	23.8%	26	19.1%	-4.7%
Motorcyclists	21.8%	22	16.2%	-5.6%
Aging Drivers (65+)	13.1%	10	7.4%	-5.7%
Improper Use of Occupant Protection	13.8%	11	8.1%	-5.7%
Lane Departure	42.1%	37	27.2%	-14.9%

Kimley-Horn has analyzed the SWITRS data for the City from 2015-2020. Our preliminary analysis explored the following collision categories:

Collision Severity

2.2 percent of collisions from 2015-2020 resulted in a fatality or severe injury. Almost ¾ of the collisions resulted in property damage only. **Table 3** shows the breakdown of collisions by injury severity.

Table 3 – Collisions by Severity Level

Severity	Count	Percent
Fatal	66	0.8%
Severe Injury	122	1.4%
Complaint of Pain	1633	18.8%
Other Visible Injury	443	5.1%
Property Damage Only	6417	73.9%
Total	**8681**	**100.0%**

Collision Type

The most common type of collision in the City was broadside at 26.9 percent of collisions, followed by sideswipe and rear-end. A full breakdown of the collisions by type is shown in **Table 4**.

Table 4 - Collisions by Type

Collision Type	Count	Percent
Broadside	2328	26.9%
Sideswipe	2169	25.1%
Rear-End	2116	24.4%
Head-On	942	10.9%
Hit Object	464	5.4%
Vehicle - Pedestrian	256	3.0%
Other	235	2.7%
Not Stated	115	1.3%
Overturned	32	0.4%
Total	**8657**	**100.0%**

Primary Collision Factor

The most common factor that led to collisions in the City was improper turning, followed by unsafe speed, automobile right-of-way violations, and drivers ignoring traffic signals and signs. A full breakdown of the primary collision factors is shown in **Table 5**.

Table 5 - Collisions by Primary Collision Factor

Primary Collision Factor	Count	Percent
Improper Turning	1836	21.1%
Unsafe Speed	1498	17.3%
Unknown	1244	14.3%
Auto R/W Violation	1209	13.9%
Traffic Signals and Signs	770	8.9%
Other Improper Driving	597	6.9%
Following Too Closely	386	4.4%
Unsafe Starting or Backing	383	4.4%
Unsafe Lane Change	254	2.9%
Pedestrian Violation	99	1.1%
Ped R/W Violation	88	1.0%
Improper Passing	74	0.9%
Other Hazardous Movement	64	0.7%
Driving Under Influence	63	0.7%
Wrong Side of Road	58	0.7%
Other Than Driver	46	0.5%
Other	5	0.1%

Hazardous Parking	2	0.0%
Lights	2	0.0%
Ped or Other Under Influence	2	0.0%
Not Stated	1	0.0%
Other Equipment	1	0.0%
Total	**8682**	**100.0%**

Collisions 'Involved With'

Most of the collisions in the City were between motor vehicles. However, there was a significant number of collisions involved with fixed objects, pedestrians, and bicycles. Many of the collisions resulted in fatalities and severe injuries. **Table 6** shows a full breakdown of the collisions, what they were involved with, and the distribution of their injury levels.

Table 6 - Collisions by 'Involved With'

Vehicle Involved With	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	Property Damage Only	Total
Other Motor Vehicle	21	55	191	1200	3988	5455
Parked Motor Vehicle	-	3	34	45	1397	1479
Fixed Object	6	11	40	80	700	837
Pedestrian	26	31	97	158	46	358
Bicycle	10	14	54	75	35	188
Motor Vehicle on Other Roadway	1	3	11	42	88	145
Non-Collision	-	1	10	17	81	109
Other Object	2	4	6	14	58	84
Animal	-	-	-	-	3	3
Not Stated	-	-	-	-	3	3
Train	-	-	-	-	2	2
Other	-	-	-	1	-	1
Total	**66**	**122**	**443**	**1632**	**6401**	**8664**

Figure 1 shows the concentration of crashes in Compton and highlights the most economically impactful intersections in the City. **Table 7** outlines the top 10 most economically impactful intersections, as well as the injury breakdown at each intersection.

Figure 1 - Intersections by Number of Crashes

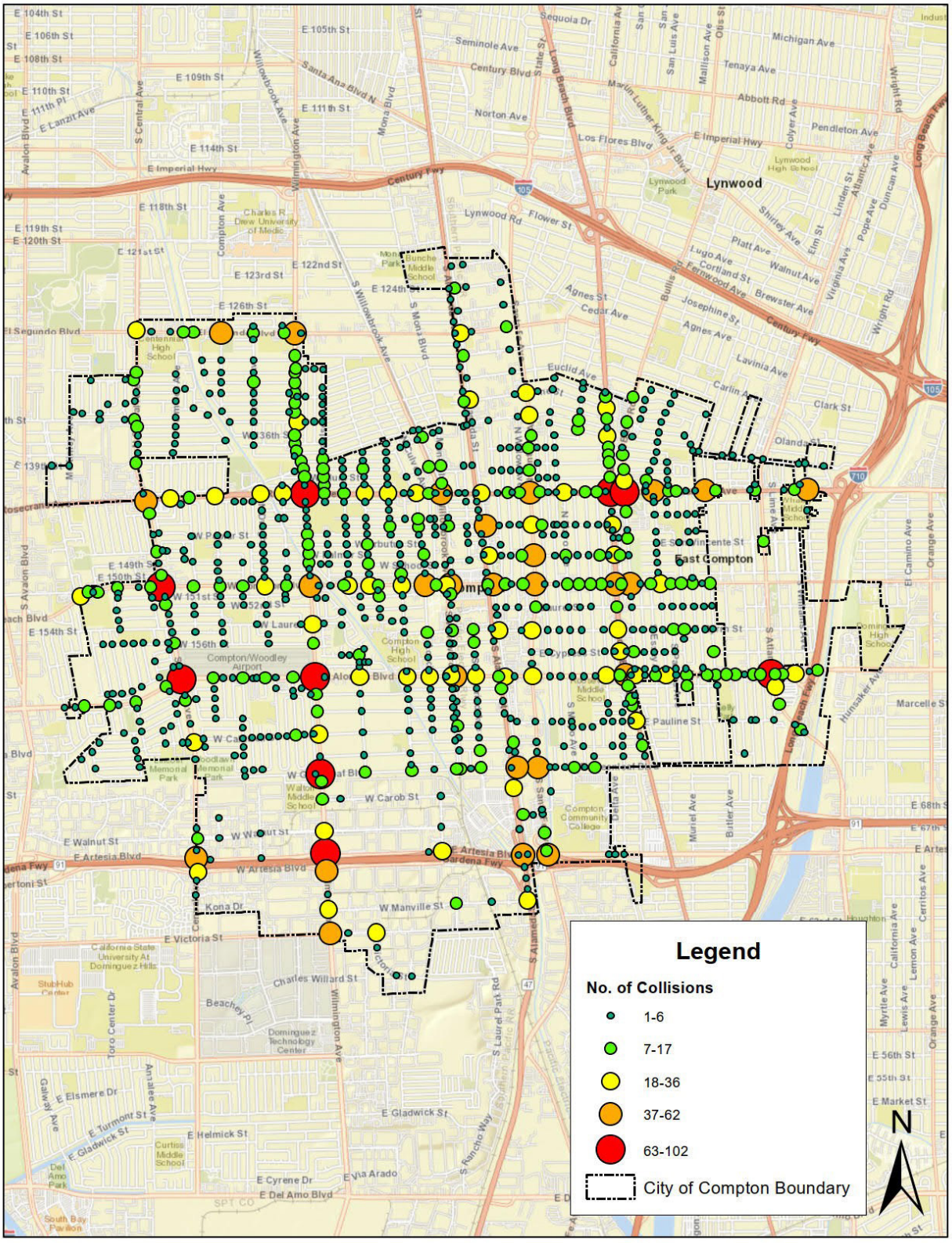


Table 7 - 10 Most Economically Impactful Intersections

No.	Intersection		Total	Fatal	Severe	OVI	COP	PDO	Cost
1	Alameda St	Elm St	56	2	2	5	13	34	$10,975,400
2	Compton Bl	Long Beach Bl	59	2	2	2	16	37	$10,831,100
3	Atlantic Ave	Alondra Bl	94	0	3	6	19	66	$9,838,700
4	Alondra Bl	Bradfield Ave	25	3	1	1	9	11	$9,776,700
5	Central Ave	Rosecrans Ave	51	1	2	2	7	39	$7,939,600
6	Santa Fe Ave	Myrrh St	23	0	3	1	9	10	$7,573,400
7	Atlantic Ave	El Rancho Mobile Home Park	26	0	3	0	7	16	$7,349,100
8	Alondra Bl	Wilmington Ave	76	0	2	5	19	50	$7,293,600
9	Wilmington Ave	Greenfield Bl	71	2	0	5	18	46	$7,159,500
10	Alondra Bl	Central Ave	67	0	2	3	18	44	$6,848,300

We understand the City has major construction projects occurring over the next couple of years, such as the Wilmington Avenue Safe Streets Pedestrian/Bicycle Improvements project and the Compton Boulevard/Wilmington Avenue over Compton Creek Bridge Replacement projects. While injury crash data is high in those areas, improvements are forthcoming, and the street network will be modified. Therefore, the LRSP will be a living document and when construction is complete, the data can be revisited and analyzed in the area.

Our team uses custom GIS-based tools to evaluate the roadway system and intersections using Highway Safety Manual statistical methods. This allows for independent evaluation of intersections by control type, and roadways by function. Our team then applies additional statistics to rate each location for crash severity, crash type patterns, driver behavior factors, and roadway conditions. Our analysis procedures are outlined in **Figure 2** below.

Figure 2: Countermeasure Toolbox



Kimley-Horn works closely with Crossroads Software, Inc., allowing us to seamlessly input their data outputs of the most recent available crash data. Our custom in-house software can process the Crossroads crash records to provide a ranked order of intersections and roadway segments by crash activity consistent with the Local Roadway Safety Manual, provide a statistical evaluation of crash rates for each location relative to citywide norms, and highlight locations with unusually high crash severities or crash patterns that can help diagnose safety challenges.

Kimley-Horn's approach to LRSP development centers on the creation of a countermeasure toolbox that includes items that address both infrastructure and driver behavior. A combination of crash history, roadway characteristics, and stakeholder feedback is used to determine which countermeasures will be most likely to have the greatest safety benefit relative to cost for the City. The toolbox is then used to produce three products as part of the LRSP:

1. **City-wide Systemic Infrastructure Projects**; Serious injuries crashes in Compton are more likely to involve motorcycles than in other parts of California. The LRSP would likely include motorcycles as a safety emphasis area and could explore opportunities to implement Federal Highway Administration (FHWA) motorcycle safety countermeasures such as continuous lane delineation, motorcycle specific signage, and safety edges where curb and gutters are not installed.
2. **Local Infrastructure Projects**; for example, the intersection of Alameda Street and Elm Street has had the costliest injury count between 2015 and 2019 according to the TIMS dataset. Low-cost enhancements to this intersection could include retroreflective backplates, 12" signal heads, advanced warning signs for the intersection, or lane markings for wayfinding. Additional treatments such as high friction pavement, corridor signal coordination, advanced dilemma zone detection, battery back-up systems, and other items would also be part of the countermeasure toolbox.
3. **Non-Infrastructure Projects**; Serious injury and fatal crashes in Compton are more commonly associated with improper turning, high speed and aggressive driving. Specialized enforcement measures and education campaigns along with a best practices review for City policies and programs will be included as part of the LRSP.

Scope of Services

TASK 1 – IDENTIFY WORKING GROUP

Task 1.1 - Identify Stakeholders in Working Group

Kimley-Horn will work with the City to identify stakeholders that will comprise the working group. This group will be engaged throughout the LRSP process. Key stakeholders will include those from the local community, businesses, advocacy groups, and local governmental agencies, such as the Compton Police Department, Compton Public Works Department, Compton Fire Department, local school districts, transit agencies, and adjacent jurisdictions.

Task 1.2 - Identify Project Goals & Objectives

We will work with City staff to establish goals and objectives after completing the comprehensive data analysis with a focus on improving traffic and pedestrian safety, and will establish emphasis areas. The team will identify safety challenges specific to the City of Compton that are elevating the risk of traffic injuries. The goals and objectives will be structured to meet the needs of the LRSP Program, provide optimal support of statewide funding priorities, and incorporate Priority Safety Strategies, Infrastructure Safety Projects, and Behavioral Safety Strategies and feedback from stakeholders and City staff. Each goal will be associated with a set of objectives that will help determine the prioritization of plan recommendations.

Task 1.3 - Working Group Meetings

Kimley-Horn will work with the City to reach out to safety partners/stakeholders from the working group list developed. Up to three Working Group meetings will be hosted, either virtually or in-person (as COVID restrictions allow), to allow for two-way communication and feedback on the materials communicated. The meeting will provide an overview of the LRSP process; identify/establish safety goals, objectives, strategies, and emphasis areas; inform those present on the results found during the crash analysis; and outline the draft countermeasures and potential solutions. Stakeholders will be used for their local insight on the area, knowledge of any challenges or opportunities, and

knowledge of "near-miss crashes." Any potential additions or changes to the recommended countermeasures, based on the feedback received during this meeting, will be discussed with the City. The group will prioritize plans for implementation and be able to review and comment on the draft and final LRSP before recommending approval of the document to be adopted by City Council.

Task 1.4 - Field Visits

At up to 10 identified high collision locations (key corridors and intersections) identified in Task 2, field assessments with City staff and working group members will be conducted to collect additional information to better match roadway characteristics with collision activity, allowing the team to diagnose issues and develop systemic recommendations. Deficiencies per the Highway Design Manual and other regulatory and guidance documents will be identified at these locations.

Task 1 Deliverables:

- Working Group/Stakeholder Identification List
- Technical Memo #1: Project Goals and Objectives
- Working Group Meetings
- Field Visit Package (crash diagrams, note sheets, site visit maps)
- Field Notes

TASK 2 – ANALYZE SAFETY DATA

Task 2.1 - Review of Existing Data, Programs, and Policies

Kimley-Horn will work with City staff to identify programs and policies within the City that are most supportive of safety, which ones could be updated to better align with current best practices, and where there are opportunities for new initiatives that would likely support safer roads and improved driving behaviors. Kimley-Horn staff will collect the needed information by providing the City with a list of questions in advance and will conduct an interview with City staff to finalize the responses.

We will conduct a literature review of existing plans published by the City, including the General Plan. Documents produced by the LA Metro, SCAG, Gateway Cities Council of Governments (COG), and Caltrans will also be reviewed to identify projects, policies, and programs that are in place or recommended that might be of value to this analysis. Our team is already familiar with Caltrans procedures and guidance on the development of SSAR and LRSP plans and will provide a summary as part of this task.

Task 2.2 - Data Collection

The Kimley-Horn team includes Crossroads Software, Inc. who can provide the project team direct access to updated collision records from the LA County Sheriff's Department and CHP's central database, avoiding the need to have City staff pull data. The last five years of collision data will be gathered to allow insight into trends and to better mitigate the natural year-over-year fluctuation caused by natural randomness in collision activity. Kimley-Horn's approach is to look at all collision severity levels. This provides a richer dataset to review and allows the team to determine factors where collision severity levels are high relative to overall collision numbers.

Kimley-Horn will obtain available data on roadway functional classification, intersection control, schools, parks, transit stops, and other roadway characteristics that impact safety. Available traffic volume data will also be collected from the City. If possible, additional ADTs will be accessed from the City's latest Engineering & Traffic Survey or SCAG Travel Demand Model.

Task 2.3 - Data Analysis

Our team will perform a comprehensive data analysis review. Our approach to safety analysis includes statistical network screening using Highway Safety Manual Methods. These methods are selected to identify locations with higher-than-expected collision activity that can be reviewed to identify roadway and intersection characteristics associated with higher risk. These methods also review a variety of collision characteristics to identify locations where specific types of collisions are over-represented. This helps to diagnose safety factors that are leading to elevated numbers of collisions.

The first screening step is to develop critical crash rates for segments and intersections in the City. Average crash rates are developed for intersections based on control type, and roadway segments based on functional classification. A statistical threshold is then established

based on daily traffic volumes for each segment and intersection. The difference between the actual crash rate and the critical crash rate for each location can then be used to estimate the relative risk faced by users of the given intersection or segment. This method builds on the High Collision or High Injury Networks that essentially mirror High Traffic networks to provide deeper insight into potential low-cost safety measures. Roadways and intersections with lower classifications will also be identified, allowing the LRSP to broach risk factors associated with those roadways.

The second screening step focuses on crash type over-representation. City-wide data is used to determine the typical collision type mix for each of the functional classifications and intersection control types. Then the mixture is reviewed for each segment and intersection to highlight those with high concentrations of a specific collision factor. Factors analyzed would include:

- Fatal Collisions
- Fatal + Serious Injury Collisions
- Broadside Collisions
- Rear-End Collisions
- Sideswipe Collisions
- Head-On Collisions
- Single Vehicle Collisions (run off road, fixed object, parked vehicle, other)
- Bicycle Collisions
- Pedestrian Collisions
- Wet/Slippery Road Collisions
- Nighttime Collisions
- Collisions Involving Alcohol/Drugs
- Collisions Involving Driver Inattention
- Collisions Involving Speeding/ Aggressive Driving

The resulting list would include both the number of collisions for each factor, and the probability that any excess is not random.

Kimley-Horn will provide an inventory of sites including all roadway segments and intersections with three or more collisions (needed for statistical evaluation) ranked by overall number of collisions per Local Roadway Safety Manual Guidance. Kimley-Horn will then recommend up to 10 locations for further evaluation and potential project development based on amount of collision activity, collision severity, unusual collision patterns, and site variability to increase the potential number of systemic factors and mitigations identified. We will identify potential conflicts between vehicles, pedestrians, and bicycles.

Task 2 Deliverables:

- Question List of Current Practices for City
- Technical Memorandum #2: Existing Plans and Programs
- Technical Memorandum #3: Citywide Safety Background and Trends
- Technical Memorandum #4: Data Summary; to be included in appendix of final report
- List of Intersection and Segments with Statistically Analyzable Collision Activity
- Citywide Safety Trends and Recommended Focus Areas
- Crash Diagrams for High Crash Locations

TASK 3 – DEVELOP COUNTERMEASURES

Task 3.1 - Develop Priority Criteria and Emphasis Areas

Kimley-Horn will work with the City and stakeholders to develop priority criteria and identify emphasis areas that will be used to develop the countermeasures in Task 3.2. These countermeasures will address these priority areas and will align with State and Federal countermeasures that have been identified to assist in reducing fatal & injury collisions.

Task 3.2 - Identify Countermeasures

The identification of the potential projects will be developed by examining the crash data and determining the appropriate countermeasure improvements to roadway segments. The team will prepare a toolbox of systemic safety mitigations that can be applied citywide, or on key parts of the network.

Countermeasures will be derived from the 4E's of roadway safety and will include a mixture of infrastructural improvements, educational initiatives, law enforcement strategies, emergency response, policy updates, coordination activities, and other items that will contribute to

the overall tapestry of roadway safety in the City. We will identify safety measures that are appropriate, cost efficient, and proven effective countermeasures by the US Department of Transportation and the FHWA.

The toolbox will be developed in three steps:

1. The site visit locations will be used as case studies. Solutions that emerge from those will be associated with the conditions they are addressing and added to the toolbox.
2. The team will identify up to three safety emphasis areas for the City based on collision trends and patterns that can be looked at holistically to identify broader strategies that can be employed to address them.
3. The best practices review will be used to identify actions the City can take to improve the safety environment.

An implementation plan will be developed for inclusion in the LSRP report that will help the City prioritize improvements and identify potential funding sources while remaining responsive to funding opportunities for HSIP and related grants, including evolving needs as plan implementation progresses.

Task 3.3 - Develop Priority Projects

Kimley-Horn will provide recommendations for operational safety improvements and develop project sheets for up to five high crash locations to improve roadway, traffic, and pedestrian safety. The sheets will profile the existing safety performance of the location, will include an aerial photo and map, and will outline potential countermeasures that had been identified through the safety analysis and workshop tasks and been reviewed by the City. Each countermeasure will also have a reported benefit/cost. These sheets will provide the City with a scalable overview of the most cost-effective safety options at each location based on the level of resources available, allowing for phased implementation of multiple countermeasures, or to go straight to implementation of the most cost-effective solutions. Projects will be reviewed and recommended for available grants.

Task 3 Deliverables:

- List of Priority Criteria & Priority Areas
- Safety Countermeasure Toolbox
- Up to 10 Project Sheets Including List of Potential Projects
- Cost estimates, mapping, and cost/benefit ratio of proposed safety improvements

TASK 4 – DEVELOPMENT OF FINAL LRSP

Task 4.1 - Draft LRSP

Kimley-Horn will prepare a Draft LRSP to document the findings of the previous tasks. The draft report will be submitted to the City for review and comment, and we will assist in circulating the Draft LRSP to identified stakeholders for review. Kimley-Horn will collect a consolidated set of comments from City staff and stakeholders to refine the report into a final document.

Task 4.2 - Final LRSP

Kimley-Horn will respond to all comments and incorporate feedback received on the Draft LRSP into the Final LRSP. This document will guide the City's effort to improving transportation safety and reducing the number of incidents and the severity of those incidents on our transportation systems.

Kimley-Horn will provide five hard copies and an electronic copy of the final report and any supporting documentation to the City.

Our approach addresses the four E's of safety and will result in a report that satisfies the LRSP structure, making the City competitive for future state and federal safety funding.

The report will include the previous deliverables into a single seamless document that the City can use to pursue additional project funding.

The LRSP will be a living document, and analysis methods will be clearly outlined to facilitate future updates as the City completes projects, gets new collision data, as needs and priorities change, and seeks funding in future cycles after this report has reached its lifespan of up to five years per LRSP guidelines.

Kimley-Horn, along with City staff, will take the lead on plan adoption and present the Final LRSP to City Council.

Task 4 Deliverables:

- Draft LRSP
- Three hard copies of the Final LRSP
- One flash drive of PDF copy of Final LRSP

TASK 5 – PROJECT MANAGEMENT

Task 5.1 - Project Management & Kick-off Meetings, Project Update Meetings

Kimley-Horn will prepare an agenda and conduct a project kick-off meeting to review and refine the project methodology and schedule and to establish a Project Development Team (PDT) with key City staff, which we will maintain close and consistent communication with through regular PDT status meetings to discuss plan development and project progress. Meetings are anticipated to be held virtually given current conditions.

We will assist the City in providing administrative support to make sure the project is in compliance with the Local Assistance Procedure Manual guidelines.

Kimley-Horn has established internal quality control processes that include multiple levels of review before deliverables are submitted to a client, including a designated quality control officer that is not part of the core project team to provide objective feedback from the perspective of someone external to the project. Kimley-Horn recommends in-person meetings, if conditions allow, at the following project milestones:

1. Project Kick-Off
2. Selection of High-Collision Sites for Project Development
3. Field Review Debrief
4. Project Opportunities

Additionally, we will hold a short bi-weekly project progress meeting with the City project manager to discuss the status of the project and to make decisions about project direction as alternative courses emerge.

During our kick-off meeting, we will identify safety partners/stakeholders who should be included in future project communications. We value representation from the local community, businesses, non-profit organizations, local transportation providers, City's Public Works department, Compton Police Department, Compton Fire Department, local school districts, and health and safety agencies when creating a well-rounded safety plan.

Task 5 Deliverables:

- Project Kickoff Meeting
- Project Update Meeting Agenda & Notes
- Monthly Progress Reports

5. Project Schedule

Kimley-Horn understands how important proper project management is to the timely success of a project. As a result, we have developed an efficient project management system that our project manager, **Jean Fares, P.E.**, will follow to oversee this project. His appropriate experience on similar LRSP and transportation projects within Los Angeles County will help him develop a comprehensive work plan and schedule to accomplish the City's goals. Jean will be fully committed to this project to the extent it reasonably requires and will use Kimley-Horn's proven system consisting of the following fundamentals to successfully manage the overall project and team.

Communication. Communication between our team and the City is critical to thoroughly understanding the vision and implementing innovative and cost-effective solutions. Effective communication begins with listening to your ideas, concerns, and goals for this project. Assuring that our team and your staff are on the same page throughout the course of each task will mitigate potential challenges that may arise. Our project manager is committed to consistently communicating with the City to address concerns or issues early on and identifying the reasonably necessary steps to remedy those issues. Consistent communication from project conception through completion allows our team to understand your expectations.

Kimley-Horn's project management system produces deliverables that are common to nearly all projects:

- Progress reports that highlight task-related activities and allow identification and resolution of problems or issues before they affect schedule and budget.
- Regular and concise technical reports that summarize the findings of each specific task so that project team members can continually evaluate the project's progress.
- Reports and results of public meetings and workshops that help document key comments received.
- Ongoing electronic communications among members of the project team, including e-mail and (if desired) an Internet home page to allow anyone in the project area or across the nation to keep up with the progress of the project and upcoming meetings and activities.
- User-friendly invoices so you can stay up to date on project management activities.
- Timely meeting summaries and notes to document the progress of the project.

Schedule Control. Schedule control begins with obtaining a clear understanding of the scope of services and budget, and the subsequent preparation of a detailed schedule that includes both milestone completion dates for interim deliverables and the overall task. Kimley-Horn's Management Information System (MIS) tracks both effort and performance by recording time spent and percent of projects completed. Twice monthly, MIS produces a Project Effort Report, which shows the actual effort expended by task. This internal control allows us to make any timely adjustments reasonably necessary to maintain schedules and stay within budget.

Design Considerations. Our experience on similar projects has resulted in an understanding of typical considerations that help meet project goals and promote success. Having seen many of our LRSP projects through construction phases, we have a design perspective which anticipates construction issues that our competitors may not be able to foresee. Our familiarity and past partnership with the City on its SSAR, among others, demonstrates that we understand and can achieve the City's objectives. We have completed numerous projects with tight schedules and many moving pieces—successfully completing them on time and within budget.

We have included a project schedule below which includes task completion dates. We anticipate that this project will take six months to complete.

Project Schedule

TASK		Month 1	Month 2	Month 3	Month 4	Month 5	Month 6
Task 1 - Identify Working Group							
1.1	Identify Stakeholders in Working Group						
1.2	Identify Project Priorities, Goals and Objectives						
1.3	Working Group Meetings						
1.4	Field Visits						
Task 2 - Analyze Safety Data							
2.1	Review of Existing Data, Programs and Policies						
2.2	Data Collection						
2.3	Data Analysis						
Task 3 - Develop Countermeasures							
3.1	Develop Priority Criteria and Emphasis Areas						
3.2	Identify Countermeasures						
3.3	Develop Priority Projects						
Task 4 - Development of Final LRSP							
4.1	Preliminary LRSP (65% Complete)						
4.2	Draft LRSP (90% Complete)						
4.3	Final LRSP						
Task 5 - Project Management							
5.1	Project Management						
5.2	Project Meetings						
5.3	Project Administration and Invoicing						

Kimley-Horn Effort City Review

6. Cost Proposal & Estimated Fees

Kimley-Horn has provided our cost proposal and estimated fees in a separate sealed envelope.

7. Contract Exceptions

Kimley-Horn has reviewed the sample Professional Services and would like to discuss the following modifications with the City.

18. Services to be Rendered by Consultant. It is the mutual understanding of the parties[…]

Consultant acknowledges that in entering into this Agreement the City is relying on Consultant's special skills and experience to do and perform the services in accordance with ~~best~~ the standards of professional practice. While […]

CONTACT: **JEAN FARES, P.E.**

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www.kimley-horn.com

Kimley»Horn

Expect More. Experience Better.

PROFESSIONAL SERVICES AGREEMENT
BETWEEN
CITY OF COMPTON
AND
KIMLEY-HORN AND ASSOCIATES, INC.

This **AGREEMENT** is entered into by and between the **CITY OF COMPTON,** a municipal corporation of the State of California (hereinafter referred to as "**CITY"**) located at 205 South Willowbrook Avenue, Compton, California 90220 and **KIMLEY-HORN AND ASSOCIATES, INC.** (hereinafter referred to as **"CONSULTANT"**) located at 600 South Figueroa Street, Suite 2050, Los Angeles, California 90017, (each a "Party" and collectively, the "Parties").

RECITALS

WHEREAS, the City was awarded a LRSP grant from Caltrans to prepare a Local Road Safety Plan (LRSP); and

WHEREAS, the LRSP provides a framework for organizing stakeholders to identify, analyze, and prioritize roadway safety improvements on local roads; and

WHEREAS, the City of Compton is in need to employ the services of an experienced and professional engineering consulting firm to prepare the City of Compton's Local Roadway Safety Plan (LRSP) for the Public Works Engineering Department; and

WHEREAS, Consultant (Kimley-Horn and Associates, Inc.) warrants that it is specifically trained, experienced, competent and has the resources to provide such necessary services which will be required by this Agreement; and

WHEREAS, City desires to engage Consultant to provide these services by reason of its qualifications and experience in performing such services; and

WHEREAS, By **Resolution No**. _____**,** adopted on the ___ day of **January, 2022**, the City Council authorized the City Manager to accept the proposal of the Consultant (Kimley-Horn and Associates, Inc.) and enter into a professional services agreement to provide the necessary services; and

WHEREAS, Consultant is willing to render such professional services subject to the terms and conditions set forth in this Agreement.

NOW, THEREFORE, the Parties, for the consideration, terms and conditions herein described, mutually agree as follows:

AGREEMENT:

1. Services to be rendered by Consultant. It is the mutual understanding of the Parties that the Consultant shall perform and be responsible for providing the Local Roadway Safety Plan (LRSP) for the City's Public Works Engineering Department, to include, but not be limited to:

- **Task 1 Identify Working Group**
  - 1.1 Identify Stakeholders in Working Group
  - 1.2 Identify
  - 1.3 Project Priorities, Goals and Objectives
  - 1.4 Working Group Meetings
  - 1.5 Field Visits

- **Task 2 Analyze Safety Data**
  - 2.1 Review of Existing Data, Programs and Policies

2.2 Data Collection
2.3 Data Analysis

- **Task 3 Development Countermeasures**
  3.1 Develop Priority Criteria and Emphasis Areas
  3.2. Identify Countermeasures
  3.3 Develop Priority Projects

- **Task 4 Development of Final LRSP**
  4.1 Preliminary LRSP (65% Complete)
  4.2 Draft LRSP (90% Complete)
  4.3 Final LRSP

- **Task 5 Project Management**
  5.1 Project Management
  5.2 Project Meetings
  5.3 Project Administration and Invoicing

As further described in the City's **"Request for Proposals – City of Compton's Local Roadway Safety Plan,"** dated December 2, 2021 and the Consultant's **"Response to Request for Proposal for the City of Compton's Local Roadway Safety Plan,"** dated December 2, 2021, both of which are incorporated herein by this reference.

Consultant acknowledges that in entering into this Agreement the City is relying on Consultant's special skills and experience to do and perform the services in accordance with generally accepted standards of professional practice. While performing the services, Consultant agrees to perform all the said services and furnish all the necessary materials at its own cost and expense necessary to complete said services in a manner consistent with that degree of care and skill ordinarily exercised by members of the same profession currently practicing under similar circumstances and to the reasonable satisfaction of the City.

Consultant services hereunder shall be performed in good, workmanlike and professional manner. Consultant shall be responsible for correcting and completing all errors and omissions related to the services provided by the Consultant for this Agreement at no additional cost to the City. "Errors" and "Omissions" for purposes of this paragraph are defined to mean a failure by the Consultant to meet the standards of its profession as set forth in the preceding paragraph. The acceptance of the services by City does not release Consultant from these obligations.

Consultant will be responsible for employing or engaging all persons necessary to perform the services. All of Consultant's staff will be qualified by training and experience to perform their assigned tasks. Consultant will give its personal attention to the fulfillment of the provisions of this Agreement by all of its employees and sub-contractors, if any, and will keep the services under its control. On request of City, if any employee or sub-contractor of Consultant fails or refuses to carry out the provisions of this Agreement or appears to be incompetent or to act in a disorderly or improper manner, Consultant will discharge said employee or sub-contractor from performing services pursuant to provisions of this Agreement.

Jean Fares, P.E., Sr. Vice-President of Consultant, shall be primarily responsible for representing Consultant in performance of this Agreement.

Michael L. Antwine II, Assistant City Manager, or his/her authorized designee, of the **City Managers Department**, is hereby designated as the City's Representative for this Project/Agreement.

2. **Duration of Contract.** The Consultant shall commence services requested by the City on issuance of Notification to Proceed from the City to Consultant and continue on an "on-call" basis to perform, in a diligent and professional manner, those services requested and required pursuant to this

Agreement. This Agreement shall automatically terminate on exhaustion of the authorized maximum compensation of **Seventy One Thousand Nine Hundred and Fourteen Dollars and Sixty One Cents ($71,914.60)**, unless this Agreement is extended or otherwise terminated as provided herein.

Consultant will generally adhere to any schedule set forth by the City provided, that City will grant reasonable extensions of time for the performance of the services occasioned by unusually lengthy governmental reviews of Consultant's work product or other unavoidable delays occasioned by unforeseen circumstances; provided, further, that such unavoidable delay will not include strikes, lockouts, work stoppages, or other labor disturbances conducted by, or on behalf of, Consultant's officers or employees.

Consultant acknowledges the importance to City of City's schedule and agrees to put forth its best professional efforts to perform the services in a manner consistent with that schedule. City understands, however, that Consultant's performance must be governed by sound practices. Consultant will work such overtime or engage such personnel and equipment as necessary to maintain the schedule, without additional compensation.

3. Compensation. The method of payment for this Contract will be on a fee-for-services basis as specified within Consultant's **"Proposal – Rate Schedule,"** which is incorporated herein. The total price paid the Consultant will include compensation for all work, including travel, materials, supplies, vendor services, expenses and subcontracted work. No additional compensation will be paid to the Consultant, unless there is a change in the scope of the work or the scope of the project. In the instance of a change in the scope of work or scope of the project, adjustment to the total compensation will be negotiated between the Consultant and the City. Adjustment in the total compensation will not be effective until authorized and approved in writing by the Parties.

It is understood and agreed between the Parties that the maximum compensation authorized for the services provided by the Consultant during the term of this Agreement shall be limited to a not-to-exceed amount of **Seventy One Thousand Nine Hundred and Fourteen Dollars and Sixty Cents ($71,914.60),** unless otherwise authorized by the City Council.

Progress payments may be made in arrears based on the percentage of work and deliverables completed by the Consultant. If Consultant fails to submit the required deliverable items according to schedule or as required by the Agreement, except for those amounts that are due and not reasonably in dispute, the City shall have the right to delay payment and/or terminate this Agreement in accordance with the provisions noted herein.

Invoices shall be submitted no later than 45 calendar days after the performance of work for which the Consultant is billing. Invoices shall detail the work performed on each task as applicable. Invoices shall be delivered or mailed to the **City Manager's Office** at the following address: City of Compton, 205 South Willowbrook Avenue, Compton, California 90220.

In the event of termination, the Consultant shall be entitled to compensation for the undisputed reasonable value of services performed to the effective date of termination, including any non-cancellable obligations incurred prior to termination; provided, however, that the City may condition payment of such compensation upon the Consultant's delivery to the City of any and all City property, documents, reports, records, materials and work product associated with the performance of this Agreement.

4. Ownership of Materials. All product produced by Consultant or its agents, employees, and subcontractors pursuant to this Agreement (the "Work Product") is the property of City. In the event this Agreement is terminated, all Work Product produced by Consultant or its agents, employees and subcontractors pursuant to this Agreement will be delivered to City pursuant to the termination clause of this Agreement.

The Work Product may be used by City and its agents, employees, representatives, and assigns, in whole or in part, or in modified form, for all purposes City may deem advisable, without further

employment of or payment of any compensation to Consultant; provided, however, that if this Agreement is terminated for any reason prior to completion of the Project and if under such circumstances City uses, or engages the services of and directs another consultant to use the Work Product, City agrees to hold Consultant harmless from any and all liability, costs, and expenses relative to claims arising out of matters and/or events which occur subsequent to the termination of this Agreement as a result of causes other than the fault or negligence of Consultant, or anyone for whose acts it is responsible, in preparation of the Work Product. Consultant will not be responsible for deficiencies attributable to modifications of the Work Product performed by others, or that arise from use of the Documents in connection with a project or site other than that shown in the Work Product.

5. Independent Contractor Status. Consultant, its officers, employees, subcontractors, agents and volunteers (collectively hereinafter the "Consultant"), is a wholly independent Consultant and not an officer, employee, subcontractor or agent of the City of Compton, and is not authorized to act on behalf of the City. Neither the City nor any of its officers, employees, agents or volunteers shall have any control over the conduct of the Consultant, except as expressly set forth in this Contract. Consultant expressly warrants that while engaged in carrying out and complying with any terms and conditions of this Contract that Consultant shall not at any time or in any manner, represent that Consultant is in any manner officers, employees, agents or volunteers, joint venture or partner of the City. Consultant shall obtain no rights to retirement, health care or any other benefit that accrue to City officials, officers, or employees. Consultant expressly waives any claim to such rights. Consultant will not be eligible for any employee benefits, nor will City make deductions from any amounts payable to Consultant of taxes or insurance. All payroll and employment taxes, insurance, and benefits shall be the sole responsibility of Consultant. Consultant retains the right to provide services for others during the term of this Contract.

The payment(s) made to Consultant pursuant to the Agreement will be the full and complete compensation to which Consultant is entitled. City will not make any federal or state tax withholdings on behalf of Consultant or its agents, employees or subcontractors. City will not pay any workers' compensation insurance, retirement contributions or unemployment contributions on behalf of Consultant or its employees or subcontractors. Consultant agrees to indemnify and pay City within thirty (30) days for any tax, retirement contribution, social security, overtime payment, unemployment payment or workers' compensation payment which City may be required to make on behalf of Consultant or any agent, employee, or Consultant of Consultant for work done under this Agreement. At the City's election, City may deduct the amounts paid pursuant to this Section, from any balance owing to Consultant.

6. Successors, Assignment and Delegation. City and the Consultant each binds themselves, their partners, successors, assigns and legal representatives to the other hereto and to partners, successors, assigns and legal representatives of such other party in respect to all covenants, agreements and obligations contained in this Agreement.

The expertise and experience of Consultant are material considerations for this Agreement. Consultant shall not assign or transfer any interest in this Agreement or the performance of any of Consultant's obligations under this Agreement without the prior written consent of the City. Any attempted assignment or transfer of any of Consultant's rights, duties or obligations arising under this Agreement shall be null and void.

7. Nondiscriminatory Employment Practices. During the performance of this Agreement, the Consultant agrees not to discriminate against any employee or applicant for employment because of race, sex, creed, color, religion, age, sexual orientation, marital status, national origin, political affiliation, handicap or belief in accordance with requirements of City, State or Federal laws and regulations. Consultant will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, sex, creed, color, religion, age, sexual orientation, marital status, national origin, political affiliation, handicap or belief in accordance with requirements of City, State or Federal laws and regulations. Such actions shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including

apprenticeship. The Consultant agrees to post in conspicuous places, available to employees, applicants and subcontractors for employment, notices setting forth the provisions of this non-discrimination clause.

In the event of the Consultant's non-compliance with the non-discrimination clause of this Agreement, this Agreement may be immediately canceled, terminated or suspended in whole or in part.

8. Subcontracting. Consultant's services are unique and personal. Except as may be specified in Consultant's Proposal and agreed to by the City, Consultant will not subcontract any portion of the services without prior written approval of City Manager or his/her designee. If Consultant subcontracts any of the services, Consultant will be fully responsible to City for the negligent acts, errors and omissions of Consultant's subcontractor and of the persons either directly or indirectly employed by the subcontractor, as Consultant is for the negligent acts and omissions of persons directly employed by Consultant. Nothing contained in this Agreement will create any contractual relationship between any subcontractor of Consultant and City. Consultant will be responsible for payment of subcontractors. Consultant will bind every subcontractor and every subcontractor of a subcontractor by the terms of this Agreement applicable to Consultant's work unless specifically noted to the contrary in the subcontract and approved in writing by City.

9. Other Consultants. The City reserves the right to employ other consultants in connection with the services.

10. Indemnification. Consultant shall indemnify and save harmless the City, its officials, officers, employees, agents and volunteers (collectively hereinafter the "City"), against any and all damages to property or injuries to or death of any person or persons, including property and employees or agents of the City and shall indemnify and save the City from any and all liability and expense including reimbursement of reasonable defense costs and legal fees, and claims, demands, suits, actions or proceedings of any kind or nature, including Workers' Compensation claims, of or by anyone whomsoever to the extent resulting from or arising out of the negligent, reckless or willful misconduct for the Consultant, its officers, employees, sub-consultants, subcontractors or agents in the performance of the duties undertaken by Consultant pursuant to this Agreement.

This indemnification and hold harmless obligation does not extend to claims arising out of the negligence or willful misconduct of the City.

11. Insurance. Without limiting the Consultant's indemnification of the City, Consultant shall obtain and maintain, at its cost and expense, for the duration of the Agreement and any and all amendments, insurance against claims for injuries to persons or damage to property which may arise out of or in connection with performance of the services by Consultant or Consultant's agents, representatives, employees or subcontractors. The insurance will be obtained from an insurance carrier admitted and authorized to do business in the State of California. Such evidence shall specifically identify this Agreement and shall contain express conditions that the City is to be given written notice at least thirty (30) days in advance of any termination or implementation of a reduction of limits or material change of insurance coverage as specified herein. Failure on the part of the Consultant to procure or maintain insurance shall constitute a material breach upon which the City may immediately terminate this Agreement. All insurance required hereunder shall be primary with respect to any insurance maintained by the City.

Coverage's and Limits. Consultant will maintain the types of coverage's and minimum limits indicated below, unless the Risk Manager or City Manager, in consultation with the City Attorney approves a lower amount. These minimum amounts of coverage will not constitute any limitations or cap on Consultant's indemnification obligations under this Agreement. City, its officers, agents, volunteers and employees make no representation that the limits of the insurance specified to be carried by Consultant pursuant to this Agreement are adequate to protect Consultant. The coverage will contain no special limitations on the scope of its protection to the below-designated insured's except for Workers Compensation and errors and omissions insurance. Consultant will obtain occurrence coverage, excluding Professional Liability, which will be written as claims-made coverage. If Consultant believes

that any required insurance coverage is inadequate, Consultant will obtain such additional insurance coverage, as Consultant deems adequate, at Consultant's sole expense.

11.1 Commercial General Liability Insurance. $1,000,000 combined single-limit per occurrence for bodily injury, personal injury and property damage. If the submitted policies contain aggregate limits, general aggregate limits will apply separately to the work under this Agreement or the general aggregate will be twice the required per occurrence limit.

11.2 Workers' Compensation and Employer's Liability. Workers' Compensation limits as required by the California Labor Code and Employer's Liability limits of $1,000,000 per accident for bodily injury. Workers' Compensation and Employer's Liability insurance will not be required if Consultant has no employees and provides, to City's satisfaction, a declaration stating this.

11.3 Professional Liability. Errors and omissions liability appropriate to Consultant's profession with limits of not less than $1,000,000 per claim. The coverage shall also provide an extended two (2) year reporting period commencing upon termination or cancellation of this Agreement.

Endorsements. For Commercial General Liability Insurance, Consultant will ensure that the policies are endorsed to name the City of Compton and its respective elected and appointed officers, officials, employees, agents and volunteers as "additional insured's" with respect to liability arising out of the activities of the Consultant. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the City. ***Prior to City's execution of this Agreement, Consultant will furnish certificates of insurance and endorsements to City.***

Waiver of Subrogation. The policies shall contain a waiver of subrogation for the benefit of City.

12. Permits and Licenses. Consultant, at its own expense, during the term of this Agreement, shall obtain and maintain all appropriate business and professional permits, licenses and certificates that may be required in connection with the performance of services by the Consultant. Upon execution of this Agreement, the Consultant shall show evidence of a business license permit in conformance with *Section 9-1.2* of the *Compton Municipal Code*.

13. Maintenance of Records. Consultant will maintain complete and accurate records with respect to costs incurred under this Agreement. All records will be clearly identifiable. Consultant will allow a representative of City during normal business hours to examine, audit, and make transcripts or copies of records and any other documents created pursuant to this Agreement. Consultant will allow inspection of all work, data, documents, proceedings, and activities related to the Agreement for a period of three (3) years, or longer if required by law, from the date of final payment under this Agreement.

14. Warranties. Consultant represents (i) that Consultant has no obligations, legal or otherwise, inconsistent with the terms of this Agreement or with Consultant's undertaking this relationship with City, (ii) will exercise the professional standard of care in the performance of the services called for by this Agreement not violate any applicable law, rule or regulation or any proprietary or other right of any third party, (iii) that Consultant will not use in the performance of his responsibilities under this Agreement any confidential information or trade secrets of any other person or entity and (iv) that Consultant has not knowingly entered into or will enter into any agreement (whether oral or written) in conflict with this Agreement.

15. General Compliance with Laws. Consultant will keep fully informed of federal, state and local laws and ordinances and regulations which in any manner affect those employed by Consultant, or in any way affect the performance of the services by Consultant. Consultant will at all times observe and comply with these laws, ordinances, and regulations and will be responsible for the compliance of the services with all applicable laws, ordinances and regulations. In the event the Consultant encounters any conflict between such laws and ordinances, Consultant shall notify the City in writing and the parties agree to work cooperatively to resolve the conflict.

16. Termination. In the event of the Consultant's failure to prosecute, deliver, or perform the services, after giving written notice of default and two (2) days to correct the same, then, in addition to any other remedies, City may terminate this Agreement for nonperformance by notifying Consultant in writing. Consultant has five (5) business days to deliver any documents owned by City and all work in progress to City address contained in this Agreement. City will make a determination of fact based upon the work product delivered to City and of the percentage of work that Consultant has performed which is usable and of worth to City in having the Agreement completed. Based upon that finding City will determine the final payment of the Agreement. In the event City elects to terminate, City will have the right to immediate possession of all Work Product and work in progress prepared by Consultant, whether located at the project site, at Consultant's place of business, or at the offices of a sub-consultant.

The City's obligation is payable only from funds appropriated for the purpose of this Agreement. All funds for payments after the end of the current fiscal year are subject to the City's legislative appropriation for this purpose. In the event this Agreement extends into succeeding fiscal year periods and the City Council does not allocate sufficient funds for the next succeeding fiscal year payments, this Agreement shall terminate immediately upon written notice from the City.

Either Party, upon tendering ten (10) calendar days written notice to the other Party, may terminate this Agreement for convenience. In this event and upon request of City, Consultant will assemble the work product without charge and put it in order for proper filing and closing and deliver it to City. Consultant will be paid for work performed to the termination date; however, the total will not exceed the lump sum fee payable under this Agreement. City will make the final determination as to the portions of tasks completed and the compensation to be made.

17. Force Majeure. In the event that performance by either party is rendered impossible (permanently or temporarily) due to acts of war, acts of terrorism, fires, floods, epidemics, quarantine restrictions, or other natural occurrences, strikes, work slowdowns, lockouts (other than lockout by Consultant), or other similar acts to those described above or other causes beyond the reasonable control of such party, and without fault or negligence, said event shall excuse performance by such party, or in the case of temporary impossibility, shall excuse performance only for a period commensurate with the period of impossibility. Notwithstanding the foregoing, City shall have the right to terminate this Agreement upon any event that renders performance impossible. In such case, City shall be responsible for payment of compensation for the reasonable value of services rendered to the point at which this Agreement is terminated, but in no event to exceed the total lump sum fee payable under this Agreement.

18. Covenants Against Contingent Fees. Consultant warrants that Consultant has not employed or retained any company or person, other than a bona fide employee working for Consultant, to solicit or secure this Agreement, and that Consultant has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift, or any other consideration contingent upon, or resulting from, the award or making of this Agreement. For breach or violation of this warranty, City will have the right to terminate this Agreement for nonperformance, or, in its discretion, to deduct from the Agreement price or consideration, or otherwise recover, the full amount of the fee, commission, percentage, brokerage fees, gift, or contingent fee.

19. Certifications. The Contractor, under penalty of perjury, certifies that, except as noted below, he/she/it or any other person associated therewith in the capacity of owner, partner, director, officer, manager:

.a Is not currently under suspension, debarment, voluntary exclusion, or determination of ineligibility by any Federal, State or local agency; and
.b Has not been suspended, debarred, voluntarily excluded or determined ineligible by any Federal, State or local agency within the past 3 years; and
.c Does not have a proposed debarment pending; and
.d Has not been indicted, convicted, or had a civil judgment rendered against him/her/it by a court of competent jurisdiction in any matter involving fraud or official misconduct in connection with obtaining, attempting to obtain, or performing a public (Federal, state or

local) transaction or contract under a public transaction; violation of Federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property within the past 3 years; and

.e Are not presently indicted or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in the preceding paragraph; and

.f Have not had one or more public transactions (Federal, State or local) terminated for cause or default within the past 3 years.

If there are any exceptions to this certification, insert the exceptions in the following space.

[Supply exceptions on separate page]

For any exception noted above, indicate below to whom it applies, initiating agency, and dates of action.

[Attach separate page]

These certifications are a material representation of fact upon which reliance was placed when this transaction was made or entered into. The above certifications are part of this Contract. Signing this Contract on the signature portion thereof shall also constitute signature of the above Certifications.

_____ _____

Jean Fares, P.E., Sr. Vice-President **Date**

20. Jurisdiction, Venue and Governing Law. Any action at law or in equity brought by either of the Parties for the purpose of enforcing a right or rights provided for by this Agreement will be tried in a court of competent jurisdiction in the County of Los Angeles, State of California, and the Parties waive all provisions of law providing for a change of venue in these proceedings to any other county. This agreement will be governed by the laws of the State of California.

21. Testimony. Consultant will testify at City's request if litigation is brought against City in connection with Consultant's services under this agreement. Unless the action is brought by Consultant, or is based upon Consultant's actual or alleged negligence or other wrongdoing, City, upon prior written agreement with Consultant will compensate Consultant for time spent in preparation for testimony, testimony, and travel at Consultant's standard hourly rates at the time of actual testimony.

22. Waivers. The waiver by either Party of any breach or violation of any term, covenant, or condition of this Agreement or of any applicable law will not be deemed to be a waiver of such term, covenant, condition or law or of any subsequent breach or violation of same or of any other term, covenant, condition or law. The acceptance by either Party of any fee or other payment which may become due under this Agreement will not be deemed to be a waiver of any preceding breach or violation by the other Party of any term, covenant, or condition of this Agreement or any applicable law.

23. Authority. The individuals executing this Agreement and the instruments referenced in it on behalf of Consultant each represent and warrant that they have the legal power, right and actual authority to bind Consultant to the terms and conditions of this Agreement.

24. Severability. If any term, provision, condition or covenant of this Agreement or its application to any party or circumstances shall be held, to any extent, invalid or unenforceable, the remainder of this Agreement, or the application of the term, provision, condition or covenant to persons or circumstances other than those as to whom or which it is held invalid or unenforceable, shall not be affected, and shall be valid and enforceable to the fullest extent permitted by law.

25. Confidentiality. All documents, reports, information, data, and exhibits prepared or assembled by Consultant in connection with the performance of the Services pursuant to the Agreement are confidential until released by the City to the public, and the Consultant will not make any of these documents or information available to any individual or organization not employed by the Consultant or the City without the written consent of the City before any such release.

26. Amendments. This Agreement may be modified or amended only be written document executed by both Consultant and City's City Manager and approved as to form by the City Attorney. Such document shall expressly state that it is intended by the parties to amend the terms and conditions of this Agreement.

27. Entire Agreement. This Agreement, together with any other written document referred to or contemplated by it embody the entire Agreement and understanding between the parties relating to the subject matter of it. The City Manager is authorized, in consultation with the City Attorney, to agree to non-material amendments to this Agreement. Neither this Agreement nor any of its provisions may be amended, modified, waived or discharged except in a writing signed by both parties.

28. Notices. Any notices required or permitted under this Agreement shall be effective when delivered in person; and effective one (1) business day after delivery by facsimile transmission; and effective five (5) days after mailing by U.S. Mail, postage prepaid and properly addressed as follows:

To Consultant:
Kimley-Horn and Associates, Inc.
600 South Figueroa Street
Los Angeles, California, 90017
Attn: Jean Fares, P.E., Sr. Vice President
(213) 261-4040

To City:
City of Compton
205 South Willowbrook Avenue
Compton, California 90220
Attn: Michael L. Antwine, II
(310) 605-5505 - phone
(310) 605-6326 - fax.

In the event of any change of address, the moving party is obligated to notify the other party of the change of address in writing. Each party may amend, supplement and update the notice list to add, delete or replace any listed individuals; however, the amendment must be in writing.

30. Miscellaneous. No provision of this Agreement is to be interpreted for or against either party because that party or that party's legal representative drafted such provision.

Should either party hereto, or any representative, successor or assign of either party hereto, resort to litigation to enforce the provisions of this Agreement, the party or parties prevailing in such litigation shall be entitled, in addition to such other relief as may be granted, to recover its or their reasonable attorney's fees and costs in such litigation from the party or parties against whom enforcement is sought.

IN WITNESS WHEREOF, CONSULTANT has executed this Agreement, and the **CITY**, by its City Manager, who is authorized to do so, has executed this Agreement.

KIMLEY-HORN AND ASSOCIATES, INC
CONSULTANT

Dated: _____ **By _____**
Jean Fares, P.E., Sr. Vice-President

CITY OF COMPTON

Approved by:

Dated: _____ **By _____**
Ronerick D. Simpson, City Manager

Approved as to form:

By _____ **Dated: _____**
Eric J. Perrodin, City Attorney

ATTEST:

Dated: _____ **By _____**
Alita Godwin, City Clerk

February 1, 2022

TO: **HONORABLE MAYOR AND COUNCIL MEMBERS**

FROM: **CITY MANAGER**

SUBJECT: **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING AND ORDERING THE VACATION OF RIGHT-OF-WAY EASEMENTS ON THE PROPERTY LOCATED AT 1435 SOUTH SANTA FE AVENUE, (STREET VACATION NO. 21-001)**

SUMMARY

The City Council will consider a resolution approving and ordering vacation of right-of-way reservation easements that run through the center of the property and do not connect to any existing public right-of-way, at 1435 S. Santa Fe Avenue, Compton.

MW Fingerhut, LLC, the applicant, is requesting approval of Street Vacation No. 21-001, to permanently clear the property's title of the existing "reservation of easement" to remove the right-of-way easements that exist on the site so that the owner may sell the property to a new owner without them having any concern that the city may exercise its right to develop a public right-of-way through the center of the property. The proposed vacated area has a maximum length of 316 feet and a maximum width of 60 feet and has a total area of 17,096 square feet. The vacation runs through the following parcels: 6164-018-005, 6164-018-007, 6164-018-008, and 6164-018-009. The subject property is bounded by Santa Fe Avenue to the east and Greenleaf Boulevard to the south.

Pursuant to Section 65402 of the Government Code of the State of California requires the Planning Commission to review all vacations for conformity with the general plan. On September 8, 2021, the City of Compton Planning Commission declared that the proposed street vacation as legally described on Exhibit "A", is in conformance with the goals and policies of the City of Compton's adopted 1991 General Plan.

STATEMENT OF THE ISSUE

The California Streets and Highways Code (Division 9, Part 3), grants the City Council authority to vacate any "street" or part of any "street that it finds is unnecessary for present or prospective public use". The public hearing, is where the City Council hears evidence and makes a determination as to whether or not the "street" is necessary for present or prospective public use. If found to be unnecessary, a resolution of vacation may be adopted and eventually recorded.
Letters were sent out to all of the relevant and surrounding government agencies and utility companies about the proposed vacation. The city received a response only from the Los Angeles County Sanitation Districts that submitted a letter stating they have no opposition to the vacation as they have no rights within the easement area.

ALTERNATIVES

City Council may approve or reject the resolution initiating proceedings to vacate the aforementioned right-of-way.

FINANCIAL IMPACT

Approval of the requested street vacation will have no significant impact on municipal expenditures. The City currently does not provide any on-site maintenance, therefore, approving

the proposed street vacation will not create or relinquish any maintenance responsibility of an existing public right-of-way.

RECOMMENDATIONS

Staff recommends that the City Council adopt the attached resolution ordering the vacation of the reservation of easements at 1435 S Santa Fe Ave.

ROBERT DELGADILLO, SENIOR PLANNER
COMMUNITY DEVELOPMENT DEPARTMENT

APPROVED FOR FORWARDING:

RONERICK SIMPSON
CITY MANAGER

Attachments:
Vacation Aerial Map
Vacation Exhibit ‘A’
Vacation Exhibit ‘B’
PC Resolution
CC Resolution

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING AND ORDERING THE VACATION OF RIGHT-OF-WAY EASEMENTS ON THE PROPERTY LOCATED AT 1435 SOUTH SANTA FE AVENUE, (STREET VACATION NO. 21-001)

WHEREAS, a request has been made by MW Fingerhut, LLC, to vacate an existing “reservation of easement” to remove the right-of-way easements on certain property located at 1435 Santa Fe Ave and legally described on Exhibit ”A” and Exhibit “B” as follows:

PARCELS 1 and 2:

THAT PORTION OF LOT 7 IN RANGE 2 OF THE TEMPLE AND GIBOSN TRACT, IN THE CITY OF COMPTON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2 PAGES 540 ET SEQ. OF MISCELLANEOUS RECORDS OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 6164-018-007

PARCEL 3:

THAT PORTION OF LOT 7 IN RANGE 2 OF THE TEMPLE AND GIBOSN TRACT, IN THE CITY OF COMPTON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2 PAGES 540 ET SEQ. OF MISCELLANEOUS RECORDS OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 6164-018-009

PARCEL 4:

THAT PORTION OF LOT 7 IN RANGE 2 OF THE TEMPLE AND GIBOSN TRACT, IN THE CITY OF COMPTON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2 PAGES 540 ET SEQ. OF MISCELLANEOUS RECORDS OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 6164-018-005

PARCEL 5:

PARCEL 46 OF RECORD OF SURVEY MAP, IN THE CITY OF COMPTON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 60 PAGE 18 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 6164-018-008

WHEREAS, provisions of Chapter 3, Part 3 of the California Streets and Highways Code grants the City Council authority to vacate any street or part of any street that it finds is unnecessary for present or prospective public use; and

WHEREAS, the proposed vacation has been reviewed by the City of Compton Public Works Department and has determined that the area to be vacated is not necessary for any present or future public use and that the vacation serves no public

interest as it eliminates any maintenance costs and liabilities imposed on the City associated with the excess right-of-way area; and

WHEREAS, pursuant to Section 65402 of the Government Code of the State of California requires the Planning Commission to review all vacations for conformity with the general plan; and

WHEREAS, a public hearing for the Street Vacation was held before the Planning Commission on September 8, 2021; and

WHEREAS, the proposed public right-of-way vacation is to permanently clear the property's title of the existing "reservation of easement" to remove the right-of-way easements that exist on the site so that the owner may sale the property to a new owner without them having any concern that the city may exercise its right to develop a public right-of-way through the center of the property; and

WHEREAS, on September 8, 2021, the City of Compton Planning Commission adopted Resolution No. 4018, which declared that the proposed street vacation as legally described above and on Exhibit "A", is in conformance with the goals and policies of the City of Compton's 2010 General Plan.

WHEREAS, pursuant to Streets and Highways Code, notice of the date, time and place of the public hearing was published in the Compton Bulletin on December 29, 2021 and January 5, 2022; and

WHEREAS, a hearing was held by the City Council on July 7, 2020, as provided therein, whereby evidence offered by all persons interested in the proposed vacation was heard; and

WHEREAS, from all evidence submitted, the City Council finds that the public right-of-way described and shown Exhibits "A" and "B", is unnecessary for current or future prospective public use; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON RESOLVES:

Section 1. That the City Council approves and orders the vacation of the reservation easements (excess the public right-of-way), for approximately 17,096 square foot (60' x 316') section of easement reservation located at 1435 S Santa Fe Ave. and legally described and shown on Exhibits "A" and "B", pursuant to provisions of the Chapter 3, Part 3 of the California Streets and Highways Code.

Section 2. That Exhibits "A" and "B", the legal description and map of the proposed vacation, is on file with both the City Clerk and the Planning Department of the City of Compton.

Section 3. That the City Clerk of the City of Compton shall be directed to cause a certified copy of this Resolution to be recorded in the Office of the County Recorder of Los Angeles County, State of California.

Section 4. That the effective date of the vacation of said right-of-way shall be the date of recording of this Resolution.

Section 5. That copies of this Resolution shall be filed in the Offices of the City Clerk, City Manager, City Attorney, the Building and Safety, Fire, Public Works and Community Development Departments.

Section 6. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

ADOPTED this _____ day of _____, 2022

_____
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 this _____ day of _____, 2022.

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

RESOLUTION NO. 4018
(STREET VACATION NO. 21-001)

A RESOLUTION OF THE CITY OF COMPTON PLANNING COMMISSION FINDING THAT THE PROPOSED STREET VACATION OF AN IRREGULAR SHAPED AREA THAT HAS A MAXIMUM WIDTH OF 60 FEET AND A MAXIMUM LENGTH OF 316 FEET LOCATED ENTIRELY ON AND WITHIN THE PROPERTY AT 1435 SOUTH SANTA FE AVENUE., IN COMPTON (STREET VACATION NO. 21-001), IS IN CONFORMANCE WITH THE GOALS AND POLICIES OF THE CITY OF COMPTON'S ADOPTED 1991 GENERAL PLAN.

WHEREAS, FW Fingerhut, LLC, has filed an application to vacate a right-of-way easement from of the property located at 1435 S. Santa Fe Ave. and the proposed vacated area is legally described, as follows:

THAT PORTIONS OF PARCELS 5 THRU 9 IN THE CITY OF COMPTON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 6164, PAGE 18, OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, RECORDS OF LOS ANGELES COUNTY, CALIFORNIA.

SAID LAND CONTAINS 17,096 SQUARE FEET, MORE OR LESS.

As shown on Exhibit "B" attached hereto and by this reference made a part hereof.

WHEREAS, pursuant to Section 65402 of the Government Code of the State of California requires the Planning Commission to review all vacations for conformity with the general plan; and

WHEREAS, provisions of Chapter 3, Part 3 of the California Streets and Highways Code grants the City Council authority to vacate any street or part of any street that it finds is unnecessary for future public use; and

WHEREAS, the proposed vacation has been reviewed by the City of Compton Public Works Department and determined that the area to be vacated will not be necessary for future public use as the proposed vacation will not remove an actual street and it is located entirely on private property; and

WHEREAS, the proposed street vacation is to remove the city's easement that would permit the City of Compton to construct a public right of way through the center of the property; and

WHEREAS, the Community Development Department has reviewed this project and determined that the vacation of the public right-of-way is exempt from the provisions of the California Environmental Quality Act (CEQA) Section 15305; minor alteration in land use limitation. The vacation of the public right-of-way is a minor alteration of the current land use which does not result in any changes in land use or development intensity; and

WHEREAS, public hearing notices were mailed out to both owners and occupants located within 500-feet of the subject site on August 26, 2021; and

WHEREAS, a public hearing upon said request for the Street Vacation No. 21-001 was held before the Planning Commission on September 8, 2021; and

WHEREAS, evidence was heard from all persons interested in effecting said street vacation and all persons protesting same, and the Planning Commission being fully informed,

FINDS

1. That the proposed street vacation is conformance with the adopted 1991 General Plan to revitalize Compton, and create safe, attractive, desirable community for residents and businesses. The proposed street vacation will remove the ability of the City of Compton to construct a future public right-of-way in the middle of an existing property. Removal of this easement will make the property very attractive to land developers who will have the ability to build a development that will be a desirable destination for businesses or residents of the city.

2. That the proposed street vacation is conformance with Land Use Policy 1.6 of the adopted 1991 General Plan to promote quality design in new developments. The street vacation will remove any easements that may allow a public right of way to be built in the center of the property. This vacation will facilitate the potential future redevelopment of the existing site into land use(s) that accomplish the goals and policies of the Compton General Plan.

3. That the proposed public right-of-way vacation is conformance with Land Use Goal 4.0 of the adopted 1991 General Plan in which it mandates that infrastructure systems and public services be provided that adequately meet the demands created by the land use policy. The subject property has a land use designation of Industrial and zoning designation of Heavy Manufacturing. The property has served as the site for manufacturing related operations for decades. The street vacation will facilitate the potential future development of the site.

4. That the proposed street vacation was reviewed by the Public Works Department and determined that the area to be vacated will not be necessary for future public use since the existing easements are located in the center of an existing private property, use of the easement would negatively impact the potential future development of the site, and the city has no intention of utilizing these easements in the future. Therefore, the vacated area will not be necessary for future public use.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF COMPTON RESOLVES:

Section 1. The Planning Commission hereby finds the proposed street vacation of an irregular shaped area that has a maximum width of 60 feet and a maximum length of 316 feet located entirely on and within the property at 1435 South Santa Fe Avenue., in Compton (Street Vacation No. 21-001), is in conformance with the goals and policies of the City of Compton's adopted 1991 General Plan, and will serve the public interest, and is a public benefit.

ADOPTED this 8th day of September, 2021.

JUANITA GREEN-WRIGHT, CHAIRPERSON
PLANNING COMMISSION

MICHAEL ANTWINE, ASSISTANT CITY MANAGER
COMMUNITY DEVELOPMENT DEPARTMENT

CITY OF COMPTON
EXHIBIT "A"
BENNETT STREET
STREET VACATION

LEGAL DESCRIPTION:

PARCEL 1:

THE NORTHERLY 30.00 FEET OF THE FOLLOW DESCRIBED PARCEL,

THAT PORTION OF LOT 7, RANGE 2, TEMPLE & GIBSON TRACT, IN THE CITY OF COMPTON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2 PAGE 540 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

LOT COMMENCING NORTH 89 DEGREES 54 MINUTES 21 SECONDS EAST 580.32 FEET FROM THE INTERSECTION OF THE EAST LINE OF THE SOUTHERN PACIFIC RAILWAY COMPANY'S RIGHT OF WAY WITH THE SOUTH LINE OF LOT 7; THENCE NORTH 89 DEGREES 54 MINUTES 21 SECONDS EAST 17.31 FEET WITH A UNIFORM DEPTH OF 438.92 FEET, EXCEPTING THE SOUTHERLY 30 FEET, MEASURED AT RIGHT ANGLES, FROM SAID SOUTHERLY LINE TO BE KNOWN AS GREENLEAF DRIVE AND MORE PARTICULARLY DESCRIBED AS:

THAT CERTAIN PARCEL OF LAND IN LOT 7 RANGE 2, TEMPLE & GIBSON TRACT, IN THE CITY OF COMPTON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2 PAGE 540 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED IN DEED TO CHRISTINA BROLL MARKLEY, RECORDED IN BOOK 4879 PAGE 291, OFFICIAL RECORDS OF SAID COUNTY.

EXCEPT THAT PORTION DEDICATED FOR STREET PURPOSES BY A RESOLUTION ADOPTED BY THE CITY COUNCIL OF THE CITY OF COMPTON ON NOVEMBER 23, 1954, RECORDED DECEMBER 2, 1954 AS INSTRUMENT NO. 2201, OFFICIAL RECORDS.

SAID STRIP OF LAND CONTAINS 521.25 SQFT±

ALL AS SHOWN ON EXHIBIT "B" ATTACHED AND BY THIS REFERENCE MADE A PART THEREOF



CITY OF COMPTON
EXHIBIT "A"
BENNETT STREET
STREET VACATION

LEGAL DESCRIPTION:

PARCEL 2:

THE NORTHERLY 30.00 FEET OF THE FOLLOW DESCRIBED PARCEL,

THAT PORTION OF LOT 7 IN RANGE 2 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 ET SEQ. OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE SOUTH LINE OF SAID LOT, DISTANT 480.94 FEET EAST FROM THE INTERSECTION THEREOF WITH THE EASTERLY LINE OF THE RIGHT OF WAY OF THE LOS ANGELES AND SAN PEDRO RAILWAY; THENCE EAST ALONG THE SOUTH LINE OF SAID LOT, 99.37 FEET; THENCE NORTH PARALLEL WITH THE EASTERLY LINE OF SAID LOT, 438.94 FEET TO A POINT IN THE SOUTH LINE OF THE LAND CONVEYED TO GEORGE A. COOK AND WIFE, BY DEED RECORDED IN BOOK 3013 PAGE 169, OFFICIAL RECORDS; THENCE WEST ALONG THE SOUTH LINE OF THE LAND SO CONVEYED, 99.37 FEET; THENCE SOUTH PARALLEL WITH THE EASTERLY LINE OF SAID LOT, 438.94 FEET TO THE POINT OF BEGINNING.

SAID STRIP OF LAND CONTAINS 2,996.33 SQFT±

ALL AS SHOWN ON EXHIBIT "B" ATTACHED AND BY THIS REFERENCE MADE A PART THEREOF



CITY OF COMPTON
EXHIBIT "A"
BENNETT STREET
STREET VACATION

LEGAL DESCRIPTION:

PARCEL 3:

THE NORTHERLY 30.00 FEET OF THE FOLLOW DESCRIBED PARCEL,

THAT PORTION OF LOT 7 IN RANGE 2 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 ET SEQ. OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE SOUTH LINE OF SAID LOT, DISTANT 381.57 FEET FROM THE INTERSECTION THEREOF WITH THE EASTERLY LINE OF THE RIGHT OF WAY OF LOS ANGELES AND SAN PEDRO RAILWAY; THENCE EAST ALONG THE SOUTH LINE OF SAID LOT, 99.37 FEET; THENCE NORTHERLY PARALLEL WITH THE EASTERLY LINE OF SAID LOT, 438.94 FEET TO A POINT IN THE SOUTH LINE OF THE LAND CONVEYED TO GEORGE A. COOK AND WIFE, BY DEED RECORDED IN BOOK 3013 PAGE 169, OFFICIAL RECORDS; THENCE WEST ALONG THE SOUTH LINE OF THE LAND SO CONVEYED, 99.37 FEET; THENCE SOUTH PARALLEL WITH THE EASTERLY LINE OF SAID LOT, 438.94 FEET TO THE POINT OF BEGINNING.

SAID STRIP OF LAND CONTAINS 2,996.33 SQFT±

ALL AS SHOWN ON EXHIBIT "B" ATTACHED AND BY THIS REFERENCE MADE A PART THEREOF



CITY OF COMPTON
EXHIBIT "A"
BENNETT STREET
STREET VACATION

LEGAL DESCRIPTION:

PARCEL 4:

THE NORTHERLY 30.00 FEET OF THE FOLLOW DESCRIBED PARCEL,

THAT PORTION OF LOT 7 IN RANGE 2 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 ET SEQ. OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE SOUTHERLY LINE OF LOT 7 DISTANT 282.20 FEET EASTERLY FROM THE EASTERLY LINE OF THE RIGHT OF WAY OF THE SOUTHERN PACIFIC RAILROAD COMPANY; THENCE NORTHERLY PARALLEL WITH THE EASTERLY LINE OF SAID LOT, 438.94 FEET; THENCE EASTERLY PARALLEL WITH THE SOUTHERLY LINE OF SAID LOT, 99.37 FEET; THENCE SOUTHERLY PARALLEL WITH THE EASTERLY LINE OF SAID LOT, 438.94 FEET TO THE SOUTHERLY LINE OF SAID LOT; THENCE WESTERLY ALONG THE SOUTHERLY LINE OF SAID LOT 99.37 FEET TO THE POINT OF BEGINNING.

SAID STRIP OF LAND CONTAINS 2,951.07 SQFT±

ALL AS SHOWN ON EXHIBIT "B" ATTACHED AND BY THIS REFERENCE MADE A PART THEREOF



CITY OF COMPTON
EXHIBIT "A"
BENNETT STREET
STREET VACATION

LEGAL DESCRIPTION:

PARCEL 5:

PARCEL 46 OF RECORD OF SURVEY MAP, IN THE CITY OF COMPTON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS FILLED IN BOOK 60 PAGE 18 OF RECORD OF SURVEYS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THAT PORTION LYING WESTERLY OF TEH SOUTHERLY PROLONGATION OF THE WESTERLY LINE OF PARCEL 24 OF SAID RECORD OF SURVEY

SAID STRIP OF LAND CONTAINS 7,615.61 SQFT±

ALL AS SHOWN ON EXHIBIT "B" ATTACHED AND BY THIS REFERENCE MADE A PART THEREOF





CITY OF COMPTON

AERIAL MAP

Street/Alley Vacation Case No. 19-011

1435 S. Santa Fe Ave.

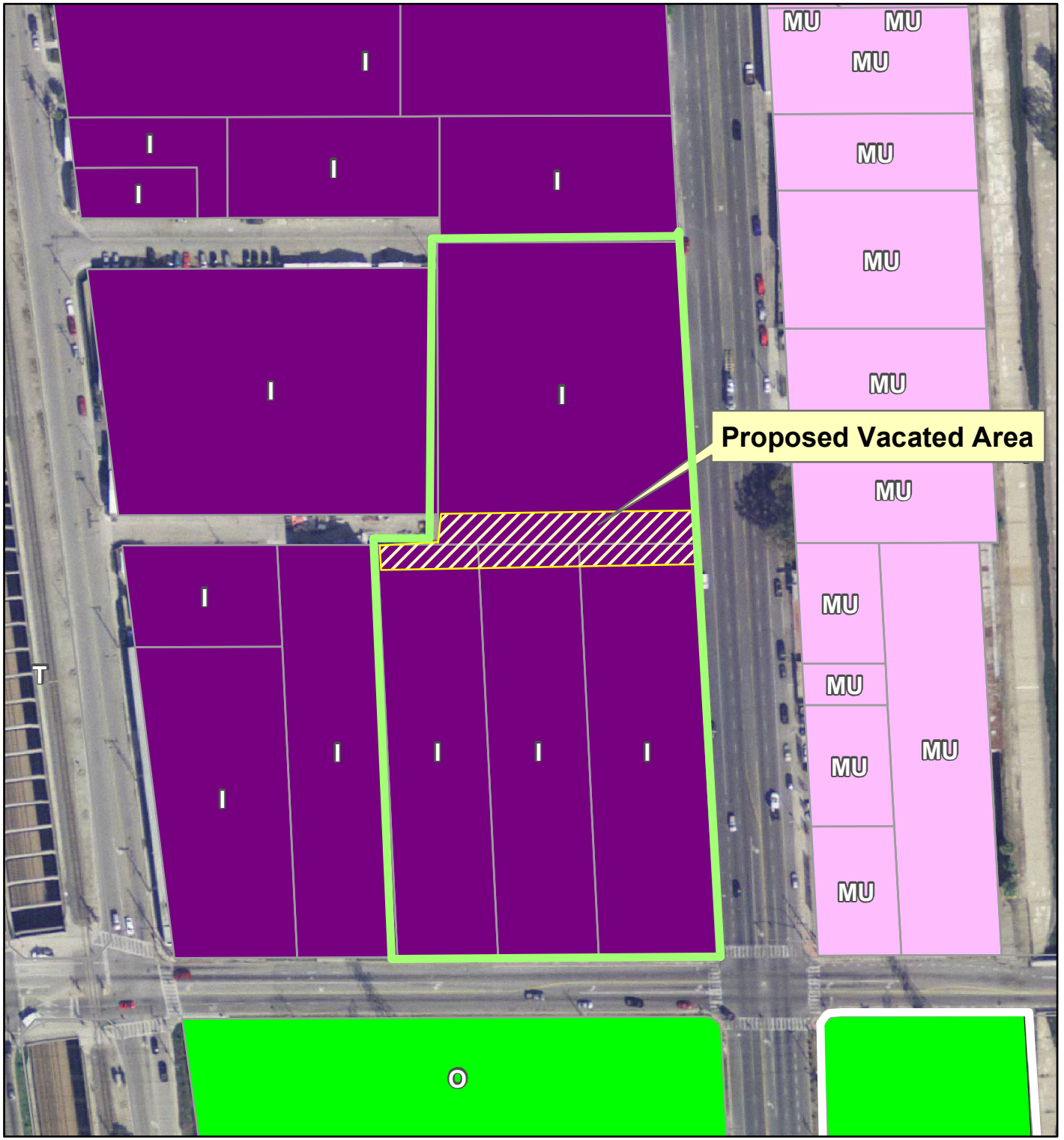
Legend

City Limits

parcels

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CITY OF COMPTON

GENERAL PLAN MAP

Street/Alley Vacation Case No. 19-011

1435 S. Santa Fe Ave.

Legend

- City Limits
- parcels
- Low Density Residential <8.0 du/ac
- Medium Density Residential 8.1-17.0 du/ac
- High Density Residential 17.1-34.0 du/ac
- General Commercial
- Mixed Use
- Industrial
- Open Space/Parks
- Public/Quasi-Public
- Transportation

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CITY OF COMPTON

ZONING MAP

Street/Alley Vacation Case No. 19-011

1435 S. Santa Fe Ave.

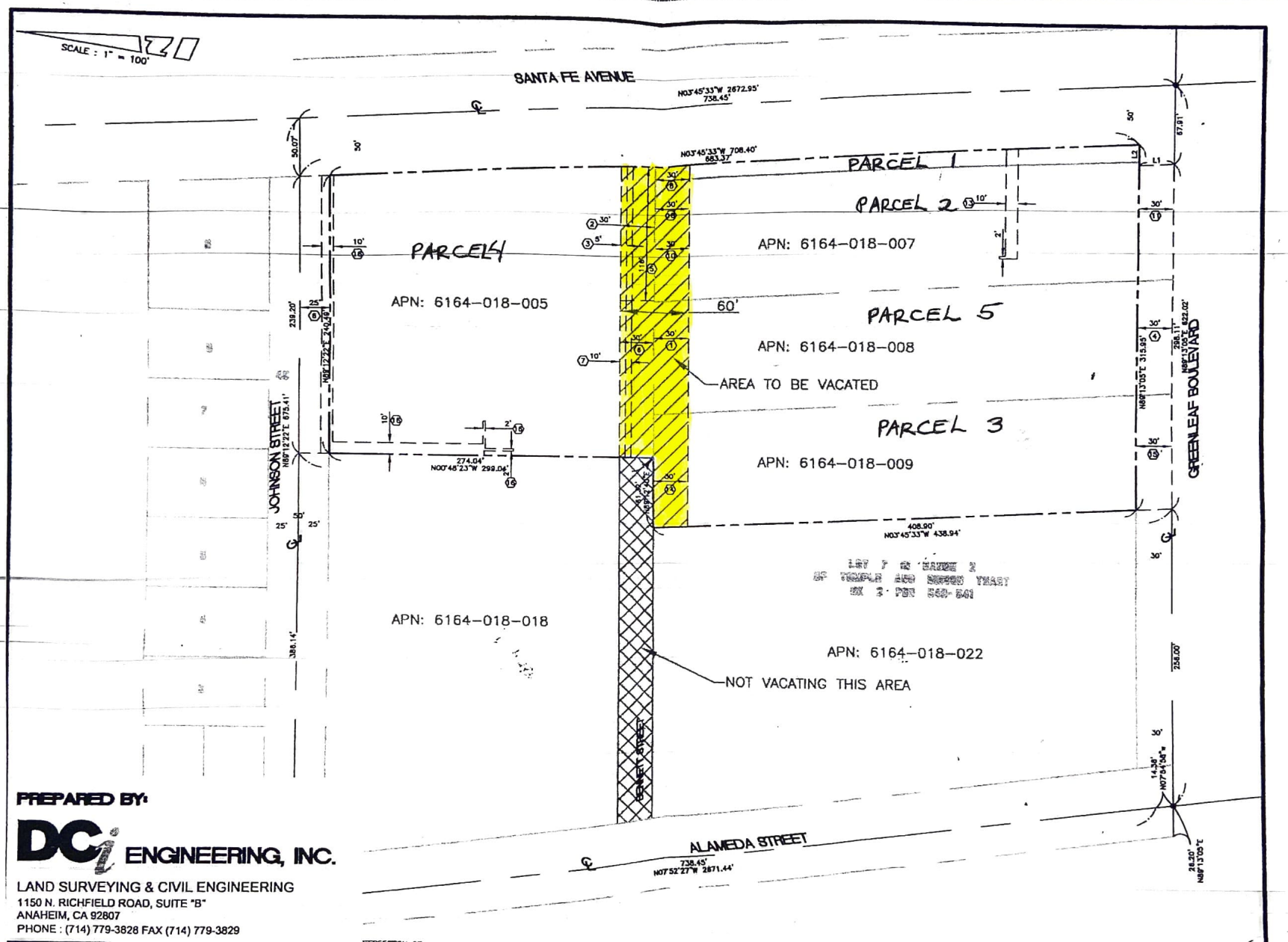
Legend

- 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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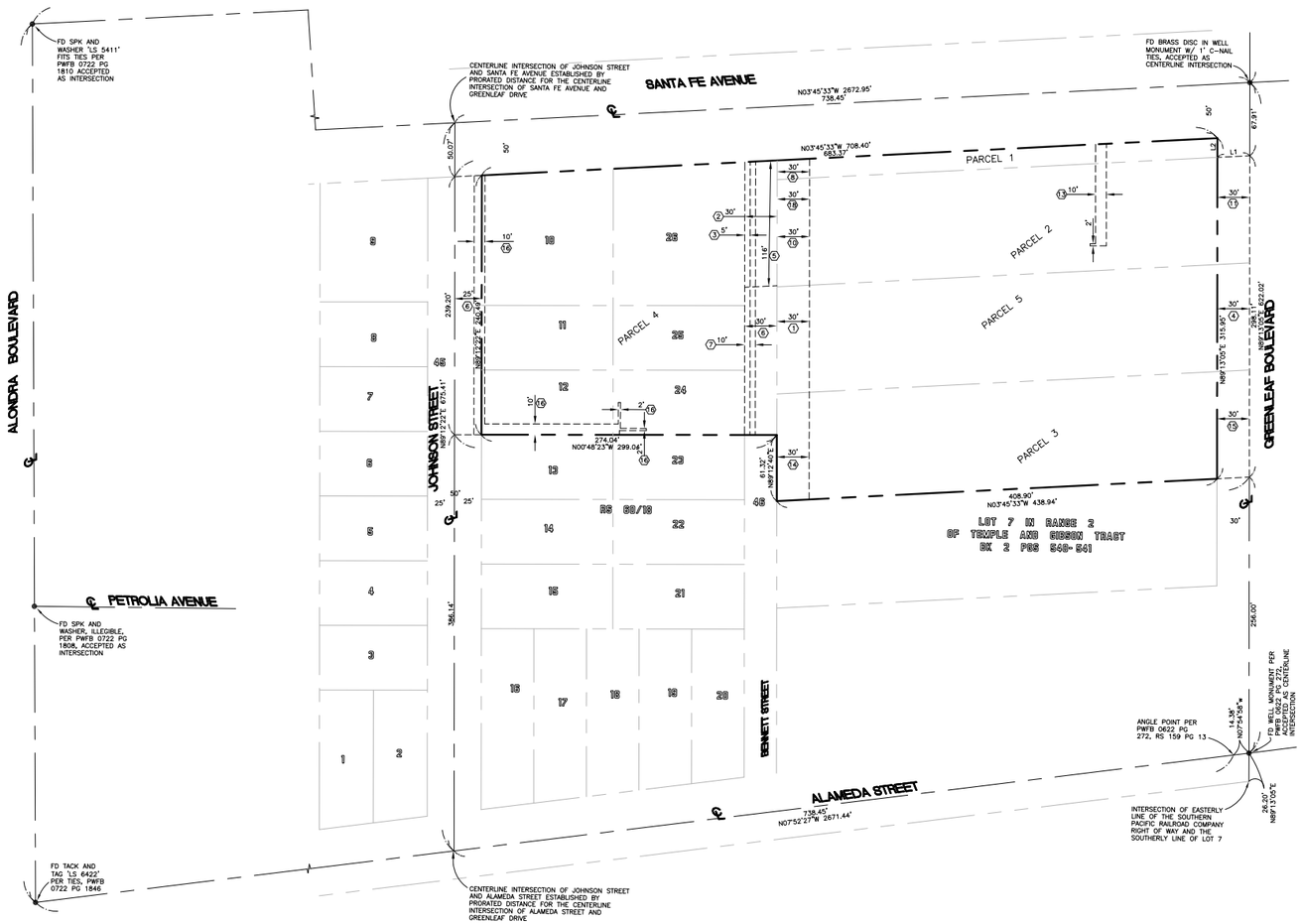


PREPARED BY:

DCi ENGINEERING, INC.

LAND SURVEYING & CIVIL ENGINEERING
1150 N. RICHFIELD ROAD, SUITE "B"
ANAHEIM, CA 92807
PHONE : (714) 779-3828 FAX (714) 779-3829

SCALE : 1" = 50'



SURVEYOR PROCEDURE

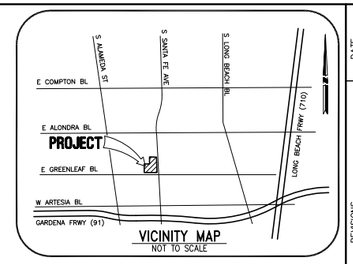
LINE TABLE		
LINE	BEARING	LENGTH
L1	N03°45'33"W	30.04'
L2	N89°13'04"E	30.04'

LEGEND:

CLF	CHAIN LINK FENCE	WM	WATER METER
CB	CATCH BASIN	CO	SEWER CLEANOUT
BW	BACK OF WALK	BF	BACK FLOW VALVE
FH	FIRE HYDRANT	DW	DRIVEWAY
EPB	ELECTRIC PULLBOX	PL	PROPERTY LINE
SL	STREET LIGHT	PP	POWER POLE
TSP	TRAFFIC SIGNAL POLE	EP	EDGE OF PAVEMENT
TSPB	TRAFFIC SIGNAL PULLBOX	AP	ANGLE POINT
SDMH	STORM DRAIN MANHOLE	TE	TRASH ENCLOSEURE
SMH	SEWER MANHOLE	W'LY	WESTERLY
BLDG	BUILDING	E'LY	EASTERLY
CONC	CONCRETE	N'LY	NORTHERLY
PLN	PLANTER	S'LY	SOUTHERLY
FDC	FIRE DETECTOR CHECK	AC PVMT	ASPHALT PAVEMENT
X	NUMBER OF REGULAR PARKING SPACES		POWER POLE
X C	NUMBER OF COMPACT PARKING SPACES		FIRE HYDRANT
	HANDICAP PARKING	S	SEWER MANHOLE
		SD	STORM DRAIN MANHOLE
			WATER VALVE

UNDERGROUND UTILITY LEGEND:

G	GAS
W	WATER
SS	SANITARY SEWER
SD	STORM DRAIN
T	TELEPHONE
O	GAS/OIL
E	ELECTRICAL
CATV	CABLE TV



VICINITY MAP
NOT TO SCALE

SURVEYOR'S NOTES:

1 BASIS OF BEARINGS THE BEARINGS: THE BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF GREENLEAF BLVD. BEING NORTH 89°13'05" EAST PER RECORD OF SURVEY FILED IN BOOK 60 PAGE 18 OF RECORDS OF LOS ANGELES COUNTY, CALIFORNIA.

2 THE PROPERTY DESCRIBED AND SHOWN HEREON CONTAINS 4.52 ACRES, (196,867.46 S.F.)

3 ZONE: HEAVY MANUFACTURING
SETBACK; FRONT: 20 FEET
SIDE: 20 FEET
REAR: 20 FEET

3 THE PROPERTY DESCRIBED ON THIS SURVEY DOES LIES WITHIN A SPECIAL FLOOD HAZARD AREA ("SFHA") "AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY: THE PROPERTY LIES WITHIN FLOOD ZONE "X" OF THE FLOOD INSURANCE RATE MAP IDENTIFIED AS COMMUNITY PANEL NO. 06037C1815F, BEARING AN EFFECTIVE DATE OF 9-26-08.

ITEM NUMBERS SHOWN HEREON CORRESPOND TO LAWYERS TITLE COMPANY'S PRELIMINARY TITLE REPORT NO. 12520469-09 DATED JUNE 18, 2012

NO RESPONSIBILITY FOR COMPLETENESS, ACCURACY OR CONTENT OF SAID PRELIMINARY TITLE REPORT IS ASSUMED BY THIS MAP.

ITEM NUMBERS INDICATED WITH A HEXAGON (⬡) REFLECT ITEMS WHICH ARE PLOTTED HEREON.

SCHEDULE B

A-F TAXES

(1) A RESERVATION FOR AN EASEMENT FOR PUBLIC STREET OR ROAD RECORDED IN BOOK 3939, PAGE 156, OFFICIAL RECORDS (SEE NOTE BELOW)

(2) A RESERVATION FOR AN EASEMENT FOR PUBLIC STREET OR ROAD RECORDED IN BOOK 3994, PAGE 92 AND BOOK 4407, PAGE 87 BOTH OF PUBLIC RECORDS. (SEE NOTE BELOW)

(3) AN EASEMENT FOR UTILITIES AS PER BOOK 29530, PAGE 222 OF OFFICIAL RECORDS

(4) AN EASEMENT FOR PUBLIC STREET AND PUBLIC UTILITIES AS PER BOOK 36014, PAGE 329, OFFICIAL RECORDS. (ACCEPTED BY THE CITY OF COMPTON PER RESOLUTION NO. 5571)

(5) A RESERVATION FOR AN EASEMENT FOR INGRESS AND EGRESS PURPOSES AS PER BOOK 50082, PAGE 439 OF OFFICIAL RECORDS. (SEE NOTE BELOW)

(6) A RESERVATION FOR A RIGHT OF WAY FOR UNDISCLOSED PURPOSES OVER, UNDER AND ACROSS PARCEL 45 AND 46 OF SAID LAND, IN FAVOR OF MAXIMILLIAN M APPEL, RECORDED JANUARY 17, 1957, IN BOOK 53392, PAGE 282, OF OFFICIAL RECORDS. (SEE NOTE BELOW)

(7) AN EASEMENT FOR UTILITIES AS PER BOOK D-2599, PAGE 890 OF OFFICIAL RECORDS.

(8) A RESERVATION OF THE NORTH 30 FEET OF PARCEL 1 TO BE USED FOR PUBLIC STREET PURPOSES, AS RESERVED IN THE DEED FILED IN BOOK 4879, PAGE 291 OF OFFICIAL RECORDS. (SEE NOTE BELOW)

9 AN EASEMENT FOR UTILITIES AS FILED IN BOOK 30652, PAGE 396 OF OFFICIAL RECORDS. (DOESN'T EFFECT SUBJECT PROPERTY)

(10) A RESERVATION FOR PUBLIC STREETS AND ROADS AS PER BOOK 4733, PAGE 204 OF OFFICIAL RECORDS. (SEE NOTE BELOW)

(11) A RESERVATION FOR AN EASEMENT FOR PUBLIC STREETS AND ROAD AS PER BOOK 41490, PAGE 81 OF OFFICIAL RECORDS. (ACCEPTED BY THE CITY OF COMPTON PER RESOLUTION NO. 6357)

(13) AN EASEMENT FOR UTILITIES AS PER BOOK 49967, PAGE 428 OF OFFICIAL RECORDS

(14) A RESERVATION FOR AN EASEMENT FOR HIGHWAY PURPOSES AND RIGHT TO LAY, CONSTRUCT, OPERATE AND MAINTAIN PIPES, WIRES, POLES AND CONDUITS AS PER BOOK 6066, PAGE 197, OFFICIAL RECORDS. (SEE NOTE BELOW)

(15) AN EASEMENT FOR PUBLIC STREET AND ROAD AS PER BOOK 39526, PAGE 203 OF OFFICIAL RECORDS. (ACCEPTED BY THE CITY OF COMPTON PER RESOLUTION NO. 6149)

(16) AN EASEMENT FOR UTILITIES AS PER INSTRUMENT NO. 2415 OF OFFICIAL RECORDS.

(18) A RESERVATION FOR AN EASEMENT FOR PUBLIC STREET AS PER BOOK 4879, PAGE 291 OF OFFICIAL RECORDS. (SEE NOTE BELOW)

NOTE: A RESERVATION OF AN EASEMENT IS THE RIGHT TO GRANT AN EASEMENT IN THE FUTURE EVEN THOUGH THE PARTY WHO HAS RESERVED THE RIGHT TO GRANT THE EASEMENT IS NO LONGER THE OWNER OF THE LAND WHERE THE EASEMENT WILL RUN

SURVEYOR'S CERTIFICATE:

TO CESAR MURIEL FINGERHUT, (lender), LAWYERS TITLE COMPANY. THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4 (IN SQUARE FEET OR ACRES), 6(A), 6(B), 8, 11(B), 13, 16, 17, 18, 19, AND 20(A), AND IF BUILDINGS ARE LOCATED ON THE LAND, ITEMS 7(A), 7(B)(1), 7(B)(2), 7(C), 8, 9, 10(A), AND 10(B) OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED IN JULY, 2012.

DATED THIS 11 DAY OF JUNE, 2013.

PROFESSIONAL LAND SURVEYOR — DAVID R. CHAPIN — No. 6761 — EXP. 9/30/14 — STATE OF CALIFORNIA

DAVID R. CHAPIN 6761 — 06/11/13 DATE

LEGAL DESCRIPTION CONTINUED FROM ABOVE RIGHT:

PARCEL 4: 6164-018-005

PARCELS 10, 11, 12, 24, 25, 26, AND 46 AND THE SOUTH 25 FEET OF PARCEL 45 OF RECORD OF SURVEY MAP, IN THE CITY OF COMPTON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, FILED IN BOOK 60, PAGE 18 OF RECORDS OF SURVEYS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT FROM SAID PARCEL 45, THAT PORTION LYING WESTERLY OF THE NORTHERLY PROLONGATION OF THE WESTERLY LINE OF SAID PARCEL 12.

ALSO EXCEPT FROM SAID PARCEL 46, THAT PORTION LYING WESTERLY OF THE SOUTHERLY PROLONGATION OF THE WESTERLY LINE OF SAID PARCEL 24.

ALSO EXCEPT FROM ALL THE ABOVE PARCELS ONE-HALF INTEREST IN AND TO ALL OIL AND OIL RIGHTS AND OTHER MINERALS OR MINERAL RIGHTS, AS RESERVED BY GEORGE E. RAYMOND AND WIFE, IN THE DEED RECORDED JULY 6, 1921 IN BOOK 344, PAGE 267, OFFICIAL RECORDS.

PARCEL 5: 6164-018-008

THAT PORTION OF LOT 7 IN RANGE 2 OF THE TEMPLE & GIBSON TRACT, IN THE CITY OF COMPTON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2, PAGE 540 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE SOUTH LINE OF SAID LOT, DISTANT 381.57 FEET FROM THE INTERSECTION THEREOF WITH THE EASTERLY LINE OF THE RIGHT-OF-WAY OF LOS ANGELES AND SAN PEDRO RAILWAY; THENCE EAST ALONG THE SOUTH LINE OF SAID LOT, 99.37 FEET; THENCE NORTHERLY PARALLEL WITH THE EASTERLY LINE OF SAID LOT, 438.94 FEET TO A POINT IN THE SOUTH LINE OF THE LAND CONVEYED TO GEORGE A. COOK AND WIFE, BY DEED RECORDED IN BOOK 3013, PAGE 169, OFFICIAL RECORDS; THENCE WEST ALONG THE SOUTH LINE OF THE LAND SO CONVEYED, 99.37 FEET; THENCE SOUTH PARALLEL WITH THE EASTERLY LINE OF SAID LOT, 438.94 FEET TO THE POINT OF BEGINNING.

EXCEPT ONE-HALF INTEREST IN AND TO ALL OIL AND OIL RIGHTS, AND OTHER MINERALS OR MINERAL RIGHTS, AS RESERVED BY GEORGE E. RAYMOND AND WIFE, IN DEED RECORDED JULY 6, 1921 IN BOOK 344, PAGE 267, OFFICIAL RECORDS.

LEGAL DESCRIPTION:

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL 1: 6164-018-PORTION 007

THAT PORTION OF LOT 7, RANGE 2, TEMPLE & GIBSON TRACT, IN THE CITY OF COMPTON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2, PAGE 540 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

LOT COMMENCING NORTH 89°54'21" EAST 580.32 FEET FROM THE INTERSECTION OF THE EAST LINE OF THE SOUTHERN PACIFIC RAILWAY COMPANY'S RIGHT-OF-WAY WITH THE SOUTH LINE OF LOT 7; THENCE NORTH 89°54'21" EAST 17.31 FEET WITH A UNIFORM DEPTH OF 438.92 FEET, EXCEPTING THE SOUTHERLY 30 FEET, MEASURED AT RIGHT ANGLES, FROM SAID SOUTHERLY LINE TO BE KNOWN AS GREENLEAF DRIVE AND MORE PARTICULARLY DESCRIBED AS:

THAT CERTAIN PARCEL OF LAND IN LOT 7, RANGE 2, TEMPLE & GIBSON TRACT, IN THE CITY OF COMPTON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2, PAGE 540 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED IN DEED TO CHRISTINA BROLL MARKLEY, RECORDED IN BOOK 4879, PAGE 291, OFFICIAL RECORDS OF SAID COUNTY.

EXCEPT THAT PORTION DEDICATED FOR STREET PURPOSES BY A RESOLUTION ADOPTED BY THE CITY COUNCIL OF THE CITY OF COMPTON ON NOVEMBER 23, 1954, RECORDED DECEMBER 2, 1954 AS INSTRUMENT NO. 2201, OFFICIAL RECORDS.

PARCEL 2: 6164-018-PORTION 007

THAT PORTION OF LOT 7 IN RANGE 2 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, PAGE 540 ET SEQ., OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE SOUTH LINE OF SAID LOT, DISTANT 480.94 FEET EAST FROM THE INTERSECTION THEREOF WITH THE EASTERLY LINE OF THE RIGHT-OF-WAY OF THE LOS ANGELES AND SAN PEDRO RAILWAY; THENCE EAST ALONG THE SOUTH LINE OF SAID LOT, 99.37 FEET; THENCE NORTH PARALLEL WITH THE EASTERLY LINE OF SAID LOT, 438.94 FEET TO A POINT IN THE SOUTH LINE OF THE LAND CONVEYED TO GEORGE A. COOK AND WIFE, BY DEED RECORDED IN BOOK 3013, PAGE 169, OFFICIAL RECORDS; THENCE WEST ALONG THE SOUTH LINE OF THE LAND SO CONVEYED, 99.37 FEET; THENCE SOUTH PARALLEL WITH THE EASTERLY LINE OF SAID LOT, 438.94 FEET TO THE POINT OF BEGINNING.

EXCEPT AN UNDIVIDED ONE-HALF INTEREST IN AND TO ALL OIL AND OIL RIGHTS AND OTHER MINERALS OR MINERAL RIGHTS IN AND UNDER SAID LAND, AS RESERVED IN THE DEED FROM GEORGE E. RAYMOND AND MINNIE RAYMOND, HIS WIFE, RECORDED IN BOOK 344, PAGE 267, OFFICIAL RECORDS.

PARCEL 3: 6164-018-009

THAT PORTION OF LOT 7, RANGE 2 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, PAGE 540 ET SEQ., OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE SOUTHERLY LINE OF LOT 7 DISTANT 282.20 FEET EASTERLY FROM THE EASTERLY LINE OF THE RIGHT-OF-WAY OF THE SOUTHERN PACIFIC RAILROAD COMPANY; THENCE NORTHERLY PARALLEL WITH THE EASTERLY LINE OF SAID LOT, 438.94 FEET; THENCE EASTERLY PARALLEL WITH THE SOUTHERLY LINE OF SAID LOT, 99.37 FEET; THENCE SOUTHERLY PARALLEL WITH THE EASTERLY LINE OF SAID LOT, 438.94 FEET TO THE SOUTHERLY LINE OF SAID LOT; THENCE WESTERLY ALONG THE SOUTHERLY LINE OF SAID LOT 99.37 FEET TO THE POINT OF BEGINNING.

EXCEPT ONE-HALF INTEREST IN AND TO ALL OIL AND OIL RIGHTS AND OTHER MINERALS AND MINERAL RIGHTS, AS RESERVED BY GEORGE E. RAYMOND AND MINNIE RAYMOND, HIS WIFE, IN DEED RECORDED JULY 6, 1921 IN BOOK 344, PAGE 267, OFFICIAL RECORDS.

ALSO EXCEPT ONE-HALF INTEREST IN AND TO ALL OIL, GAS, MINERALS IN OR UNDER SAID LAND AND RIGHTS THERETO, AS RESERVED BY KATHERINE WYDANT, A MARRIED WOMAN, IN DEED RECORDED JANUARY 8, 1953 AS INSTRUMENT NO. 1260, OFFICIAL RECORDS.

DATE	
REVISIONS	
NO.	

PREPARED BY:
DC ENGINEERING, INC.
LAND SURVEYING & CIVIL ENGINEERING
411 E. HUNTINGTON DRIVE, SUITE A
ARCADIA, CA. 91007
PHONE : (714) 779-3828 FAX (714) 779-3829

PREPARED FOR:
MURIEL FINGERHUT
1435 SOUTH SANTA FE AVENUE
COMPTON, CA 90221

A.L.T.A./ ACSM LAND TITLE SURVEY

1435, 1515 SOUTH SANTA FE AVENUE
411, 615 WEST GREENLEAF BOULEVARD
CITY OF COMPTON
IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA.

DATE: JUNE 11, 2013

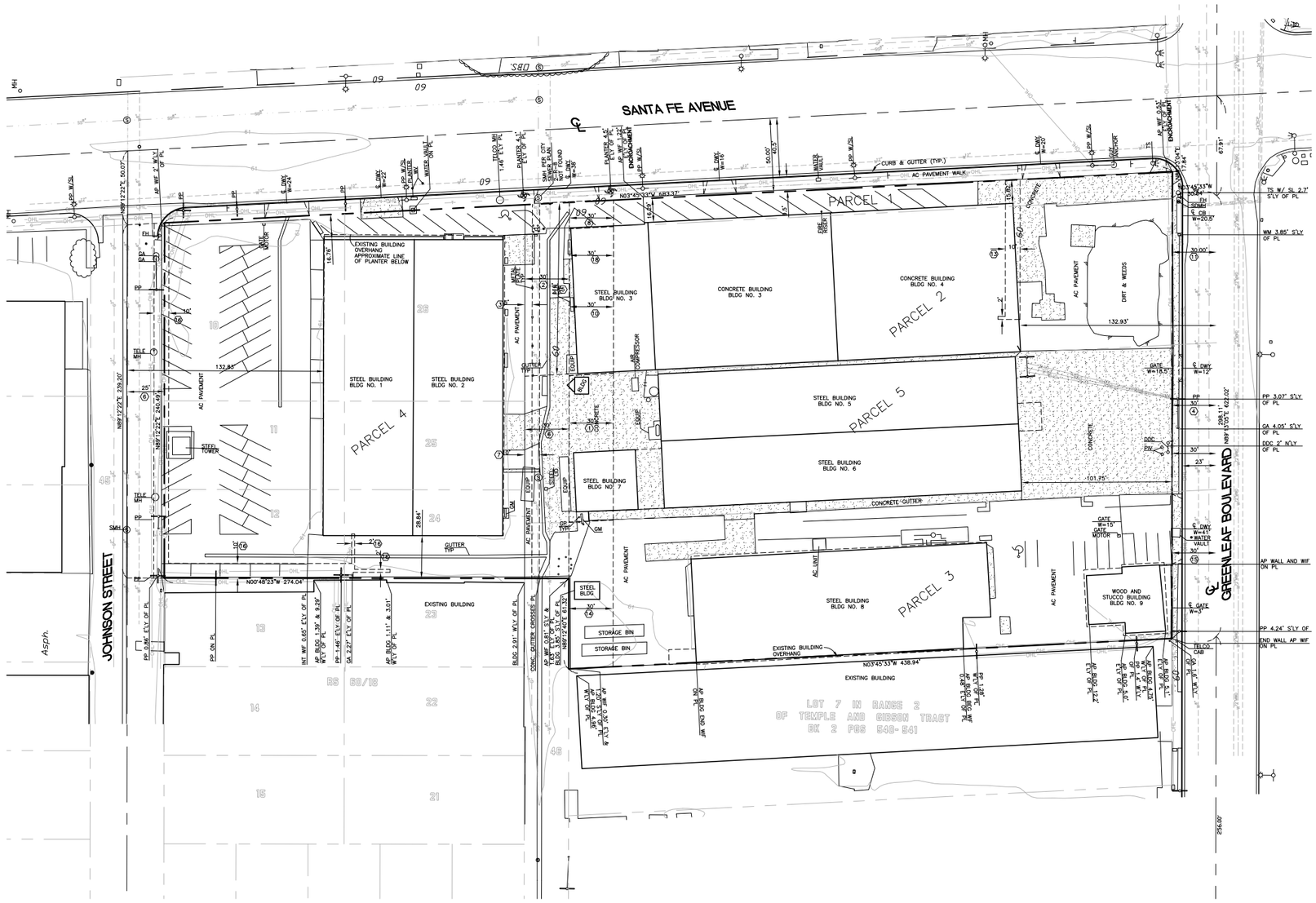
DRAWN BY: JDF

CHECKED BY: DRC

JOB NO: 1010.07

SHEET 1 OF 2

SCALE : 1" = 30'


SANTA FE AVENUE
JOHNSON STREET
GREENLEAF BOULEVARD
PARCEL 1
PARCEL 2
PARCEL 3
PARCEL 4
PARCEL 5
CONCRETE BUILDING BLDG NO. 3
CONCRETE BUILDING BLDG NO. 4
STEEL BUILDING BLDG NO. 1
STEEL BUILDING BLDG NO. 2
STEEL BUILDING BLDG NO. 3
STEEL BUILDING BLDG NO. 5
STEEL BUILDING BLDG NO. 6
STEEL BUILDING BLDG NO. 7
STEEL BUILDING BLDG NO. 8
WOOD AND STUCCO BUILDING BLDG NO. 9
EXISTING BUILDING OVERHANG APPROXIMATE LINE OF PLANTER BELOW
EXISTING BUILDING
STORAGE BIN
STORAGE BIN
AC PAVEMENT
DIRT & WEEDS
CONCRETE
CONCRETE GUTTER
CURB & GUTTER (TYP.)
AC PAVEMENT WALK
GUTTER TYP.
STEEL TOWER
TELCO CAB
GATE MOTOR
GATE W=18.5'
GATE W=15'
GATE W=3'
6' DWY W=12'
6' DWY W=41'
WATER VAULT
N89°12'22"E 239.20'
N89°12'22"E 240.49'
N00°48'23"W 274.04'
N89°11'05"E 623.02'
N89°12'40"E 61.52'
N00°45'33"W 683.37'
N00°45'33"W 438.94'
LOT 7 IN RANCE 2
OF TEMPLE AND GIBSON TRACT
BK 2 PGS 540-541
RS 60/18
Asph.
256.00'
298.11'
67.91'
132.83'
132.93'
101.75'
29.94'
50.07'
50.01'
20.5'
15.76'
14.69'
TS W/ SL 2.7' S'LY OF PL
WM 3.85' S'LY OF PL
PP 3.07' S'LY OF PL
GA 4.05' S'LY OF PL
DOC 2' N'LY OF PL
AP WALL AND WIF ON PL
PP 4.24' S'LY OF END WALL AP WIF ON PL
AP WIF 0.81' S'LY & 0.33' W'LY OF PL
AP BLDG 1.30' & 9.29' W'LY OF PL
PP 1.46' E'LY OF PL
GA 2.27' E'LY OF PL
AP BLDG 1.11' & 3.01' W'LY OF PL
BLDG 2.81' W'LY OF PL
CONC. GUTTER CROSSES PL
AP WIF 0.81' S'LY & BLDG 3.43' W'LY OF PL
NT WIF 0.65' E'LY OF PL
PP ON PL
PP DWE E'LY OF PL
AP WIF 2' W'LY OF PL
AP BLDG 0.33' W'LY OF PL
AP BLDG 0.40' W'LY OF PL
AP BLDG 0.34' W'LY OF PL
AP BLDG 0.22' W'LY OF PL
AP BLDG 0.27' W'LY OF PL
AP BLDG 0.07' W'LY OF PL
AP BLDG 0.34' W'LY OF PL
AP BLDG 0.34' W'LY OF PL
AP BLDG 0.34


E Johnson St
E Johnson St
E Johnson St
S Alameda St E
Santa Fe Ave
1452
1435 S Santa Fe Ave, Compton, CA 90221
1418
Performance Composites
Proposed Vacated Area
1508
1520
Subject Property
Valere Trading
Used clothing store
1518
1518
411
S Alameda St E
S Alameda St E
E Greenleaf Blvd
E Greenleaf Blvd

FEBRUARY 1, 2022

TO: **MAYOR AND CITY COUNCIL MEMBERS**

FROM: **COMMUNITY DEVELOPMENT DEPARTMENT**

SUBJECT: **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING GENERAL PLAN AMENDMENT CASE NO. 2021-002 TO CHANGE THE LAND USE DESIGNATION FROM MIXED USE TO GENERAL COMMERCIAL FOR THE PROPERTY LOCATED AT 250 NORTH CENTRAL AVENUE**

SUMMARY

The Olson Company is requesting that the City Council approve a proposed General Plan amendment changing the General Plan land use designation of 250 N. Central Ave from Mixed Use (MU) to General Commercial (GC).

BACKGROUND

Presently, the existing General Plan Mixed Use (MU) land use designation is not fully consistent with the existing zoning of Limited Commercial. The Olson Company is proposing to change the existing land use designation to increase its' level of consistency.

STATEMENT OF THE ISSUE

The Olson Company is proposing to develop a 57-unit attached condominium project on a 2.55 acre site located at 250 N. Central Ave. with a proposed density of 23 unit per acre. However, the existing land use designation of Mixed Use only permits a maximum density of 17 units per acre. Therefore the Olson Company is requesting general plan amendment approval to change the land use designation from Mixed Use to General Commercial. The General Commercial land use designation permits a maximum density of 29 units per acre which is consistent with the 29 units per acre permitted by the existing Limited Commercial zoning. The proposed General commercial designation will achieve a higher level of consistency and allow the applicant to take advantage of the full potential of the zoning.

Environmental Review:

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code, Division 13 §21000 et seq.) an Initial Study (IS) for the project was prepared by Parker Environmental Consultants on behalf of the City of Compton. 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 proposed General Plan Amendment is part of the MND review and Analysis, along with two other application requests.

The initial study/MND environmental document was posted in the LA County Clerk office in Norwalk, posted on the City of Compton, Community Development Department's webpage and circulated to service providers, public agencies and adjacent property owners for a 20 day public review period from November 5, 2021 to November 25, 2021.

FISCAL IMPACT

There is no direct fiscal impact to the general fund that will result from the adoption of this General Plan amendment. The net effect of the proposed General Plan amendment will be to increase the permitted residential density from 17 to 29 units per acre. No general fund expenditure is proposed.

RECOMMENDATION

Staff recommends that City Council adopt General Plan Amendment 2021-002.

Robert Delgadillo
SENIOR PLANNER
PLANNING DIVISION
COMMUNITY DEVELOPMENT DEPARTMENT

APPROVED FOR FORWARDING:

RONERICK SIMPSON
CITY MANAGER

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING GENERAL PLAN AMENDMENT CASE NO. 2021-002 TO CHANGE THE LAND USE DESIGNATION FROM MIXED USE TO GENERAL COMMERCIAL FOR THE PROPERTY LOCATED AT 250 NORTH CENTRAL AVENUE

WHEREAS, The Olson Company has made application for a general plan amendment in accordance with Section 30-28 of the Compton Municipal Code to change the land use designation from Mixed Use to General Commercial for the certain real property situated in the City of Compton, legally described as follows:

APN: 6143-011-902 and 6143-011-018 (250 N. Central Avenue/14904 S. Central Avenue)

WHEREAS, the Land Use Element and Land Use Policy Map of the General Plan of the City of Compton were adopted by the City Council on December 3, 1991, by Resolution No. 16,742 without a Specific Plan land use designation or policy; and

WHEREAS, General Plan Amendment Case No. 2021-002 was processed in accordance with Compton Municipal Code (CMC) 30-28; 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 Planning Commission and the City Council; and

WHEREAS, an Initial Study and Mitigated Negative Declaration No. 949 was prepared for this project in accordance with the California Environmental Quality Act (CEQA); and that the project would not have a significant effect on the environment; and

WHEREAS, That the notice of intent along with the Initial Study/Mitigated Negative Declaration No. 949 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, the Planning Commission held a public hearing on December 8, 2021 and being fully informed recommended approval of the General Plan Amendment No. 2021-002 to the City Council; and

WHEREAS, a public hearing on said request to amend the Land Use Element and Land Use Policy Map was held before the City Council on January 11, 2021; and

WHEREAS, the City Council considered all the information presented pertaining to the General Plan Amendment No. 2021-002; and

WHEREAS, the City Council being fully informed:

F I N D S

A. That the proposed General Plan land use amendment from Mixed Use (MU) to General Commercial (GC) will be in substantial conformance with the existing zoning classification of Limited Commercial and will achieve consistency between the General Plan and Zoning map.

B. That proposed General Plan land use amendment to General Commercial (GC) is more suitable for the subject site in that the new land use designation will be consistent with existing land use patterns of residential development in that the proposed redevelopment of the site for a high density attached residential development on a lot that has been vacant for several years.

C. That the proposed General Plan land use designation amendment from Mixed Use(MU) to General Commercial GC) will not be detrimental to the surrounding area in that the site is suitable for attached high density residential development. The project will

eliminate the blight caused by the existing vacant lot and provide greater housing opportunities.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON RESOLVES:

Section 1., That the 1991 General Plan Land Use Element is hereby amended to incorporate the Specific Plan land use designation and policy as stated in Attachment "A".

Section 2. That the General Plan land use designation for 250 N. Central Ave. (APN 6143-011-902 and 6143-011-018) is changed from Mixed Use (MU) to General Commercial (GC);

Section 3. If any section, subsection, subdivision, sentence, clause, phrase, or portion of 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 this resolution adopted hereby shall take immediate effect and be in full force after the date of its final passage and adoption by the City Council.

Section 5. The Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution and shall cause the same to be published as required by law.

ADOPTED this _____ day of _____, 2022.

_____
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, do hereby certify that the foregoing Resolution was adopted by the City Council of the City of Compton, signed by the Mayor and attested to by the City Clerk at a regular meeting thereof held on the _____ day of _____, 2022.

That said Resolution was adopted by the following vote:

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

_____
CITY CLERK OF THE CITY OF COMPTON

RESOLUTION NO. 4023
(GENERAL PLAN AMENDMENT CASE NO. 2020-002)

A RESOLUTION OF THE CITY OF COMPTON PLANNING COMMISSION RECOMMENDING APPROVAL OF GENERAL PLAN AMENDMENT CASE NO. 2020-002 TO THE CITY OF COMPTON CITY COUNCIL, A REQUEST TO CHANGE THE LAND USE DESIGNATION FROM LOW DENSITY RESIDENTIAL (LDR) TO SPECIFIC PLAN (SP) FOR THE PROPERTY LOCATED AT 1950 NORTH CENTRAL AVE.

WHEREAS, The Olson Company has made application for a general plan amendment in accordance with Section 30-28 of the Compton Municipal Code to change the land use designation from Low Density Residential (LDR) to Specific Plan (SP) 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.; and

WHEREAS, General Plan Amendment Case No. 2020-002 was processed in accordance with Compton Municipal Code (CMC) 30-28; and

WHEREAS, legal notice has been provided regarding this project in accordance with Section 65352 of the California Government Code; and

WHEREAS, an Initial Study and Mitigated Negative Declaration No. 948 was prepared for this project in accordance with the California Environmental Quality Act (CEQA); and

WHEREAS, all environmental documents were processed in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code, Division 13 §21000 et seq.; and

WHEREAS, That the notice of intent along with the Initial Study/Mitigated Negative Declaration No. 948 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, public hearing notices were sent to both owners and occupants located within 500 feet of the subject property; and

WHEREAS, the public hearing notice was also advertised and published in the local Compton Bulletin newspaper on March 4, 2021 and March 20, 2021; and

WHEREAS, a public hearing upon said request for a general plan amendment was held before the Planning Commission on March 24, 2021; and

WHEREAS, evidence was heard from all persons interested in effecting said general plan amendment and all persons protesting same, and the Planning Commission being fully informed,

F I N D S

A. That the proposed General Plan land use amendment from Low Density Residential (LDR) to Specific Plan (SP) will be in substantial conformance with the proposed zoning classification of Specific Plan and will achieve consistency between the General Plan and Zoning map.

B. That proposed General Plan land use amendment to Specific Plan (SP) is more suitable for the subject site in that the new land use designation will be consistent with existing land use patterns of residential development in that the proposed development is also a single family detached residential development of only marginally higher density.

C. That the proposed General Plan land use designation amendment from Low Density Residential (LDR) to Specific Plan (SP) will not be detrimental to the surrounding area in that the site is already intended for residential development. The project will serve as compatible small lot residential development and eliminate the blight caused by the existing vacant lot and provide greater housing opportunities.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF COMPTON RESOLVES:

Section 1. Recommends approval of General Plan Amendment Case No. 2015-001 to the City of Compton City Council, a request to change the land use designation from Low Density Residential (LDR) to Medium Density Residential (MDR) for the property located at 2001 E. Rosecrans Avenue, Compton.

Section 2. That a copy of this Resolution shall be mailed to the applicant and filed with the City Clerk.

ADOPTED this 24th day of March, 2021.

JUANITA GREEN-WRIGHT, CHAIRPERSON

MICHAEL ANTWINE, ASSISTANT CITY MANAGER
COMMUNITY DEVELOPMENT DEPARTMENT

CITY OF COMPTON

AERIAL MAP

General Plan Amendment Case No. 2021-002
Conditional Use Permit Case No. 2021-009
Conditional Use Permit Case No. 2021-010
Tentative Tract Map No. 83433 2021-002
Mitigated Negative Declaration No. 949
250 N. Central Ave.
APN: 6143-011-902



Legend

City Limits

parcels

THIS MAP IS A PUBLIC RESOURCE OF GENERAL INFORMATION. THE CITY OF COMPTON MAKES NO WARRANTY, REPRESENTATION OR GUARANTY AS TO THE CONTENT, SEQUENCE, ACCURACY, TIMELINESS OR COMPLETENESS OF ANY OF THE DATABASE INFORMATION PROVIDED HEREIN. THE READER SHOULD NOT RELY ON THE DATA PROVIDED HEREIN FOR ANY REASON. THE CITY OF COMPTON EXPLICITLY DISCLAIMS ANY REPRESENTATIONS AND WARRANTIES, INCLUDING, WITHOUT LIMITATION, THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. THE CITY OF COMPTON SHALL ASSUME NO LIABILITY FOR:

1. ANY ERRORS, OMISSIONS, OR INACCURACIES IN THE INFORMATION PROVIDED REGARDLESS OF HOW CAUSED; OR
2. ANY DECISION MADE OR ACTION TAKEN OR NOT TAKEN BY READER IN RELIANCE UPON ANY INFORMATION OR DATA FURNISHED HEREUNDER.

ITEM

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

STAFF REPORT

CASE NO(S).	**MITIGATED NEGATIVE DECLARATION NO. 949** **GENERAL PLAN AMENDMENT CASE NO. 2021-002** **CONDITIONAL USE PERMIT CASE NO. 2021-009** **CONDITIONAL USE PERMIT CASE NO. 2021-010** **TENTATIVE TRACT MAP CASE NO. 83433 2021-002**
LOCATION	**250 N. CENTRAL AVE.** **APN: 6143-011-902**
REQUEST	**TO DEVELOP A 57-UNIT THREE STORY ATTACHED CONDOMINIUM PROJECT ON A 2.55 ACRE SITE**
HEARING DATE	**DECEMBER 8, 2021**

Applicant:
The Olson Company
c/o Ben Johnson
3010 Old Ranch Parkway, Suite 100
Seal Beach, CA 90740

Requested Action/Project Description
The Olson Company is requesting the applications cited below to develop a 57 unit three story gated condominium community on a vacant 2.55-acre successor agency owned site located generally at the northeast corner of Compton Blvd. and Central Avenue. Each unit will have a two car gargre in either a standard side by side format or in a tandem format. Two common open space areas are proposed with various amenities along with 20 guest parking spaces.

Location
The subject site is a 111,000 square foot (2.55-acre) rectangular shaped parcel of land located on the east side of N. Central Ave.

Zoning and Land Use
The area surrounding the subject site is developed residentially on the east and north and industrial on the south side.

SUMMARY	Project Site	North	South	East	West
Existing General Plan	Mixed Use	Low Density Residential (LDR)	Mixed Use	Low Density Residential (LDR)	Central Avenue

Existing Zoning	Limited Commercial	Low Density Residential (LDR)	Limited Commercial	Low Density Residential (LDR)	Central Avenue
Existing Land Use	Vacant	Single family homes	Industrial	Single family homes	Central Avenue

Background
The applicant is proposing to redevelop a vacant lot owned by the Housing Successor Agency that used to be restaurant until demolished. The site has been unused for decades.

ANALYSIS

General Plan Amendment
The applicant is proposing a General Plan Amendment (GPA) for three specific reasons:

1. To bring the existing General Plan land use designation for the site consistent within the existing Limited Commercial zoning.
2. To permit the development of a 100% residential condominium development. Only commercial/residential or Industrial/commercial developments are consistent with the Mixed Use designation. Single land use developments are not consistent with the Mixed Use designation.
3. To permit the proposed development of a residential project at 22 units per acre. The current Mixed Use designation only permits mixed use development at a maximum density of 17 units per acre. The proposed GPA will allow the full utilization of the Limited Commercial zone.

The proposed GPA to General Commercial is appropriate for the site and the surrounding area. The surrounding area is a combination of traditional single family detached residential neighborhoods to the north and east, and commercial and industrial development to the north-west and south. The proposed project will develop a vacant successor agency owned property into 54 new market rate and 3 affordable housing units. Under the current Mixed Use land use designation Residential is already permitted onsite in combination with commercial development. The proposed GPA will remove the required commercial component and permit a density increase from 17 to 22 units per acre.

Conditional Use Permits
Two Conditional Use Permits (CUP) are being requested for this project. The first CUP is to permit the development of a gated 57 unit attached condominium unit project with attached two car garages, two common open space areas, and 20 guest parking spaces in the Limited Commercial zone. The second requested Conditional Use Permit is required to apply the “D” Planned Development overlay zoning which grants flexibility to the project to create a more unique and creative project otherwise not permitted by categorical zoning. A unique feature contained within the “D” overlay zoning is the absence of rigid development standards and the encouragement to depart from the rigid development standards in the categorical zoning and

create site specific development standards. This allows the project design to set the minimum development standards in certain areas.

The proposed project will develop a vacant rectangular shaped successor owned property with 57 attached condominiums arranged on a north/south axis parallel to each other from Central Ave to the rear east property line. The property has a narrow 123 foot wide street frontage and is 812 feet deep making site design very challenging. The property is also sandwiched between existing single family residential to the north and east and an industrial warehouse to the south. The proposed site design locates the residences along the southern half of the site to take advantage of the large windowless industrial build south of the property to create a large separation distance between the existing single family homes and the proposed three story condominiums.

Access/Circulation

Vehicle ingress/egress to the development is from Central Avenue with no secondary/emergency access. 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 to accommodate a turn-around for vehicles that are not granted entrance into the development. Behind the access gate is the primary 22 foot wide driveway that is located along the north property line along with the 20 parallel guest parking spaces and extends to the rear eastern property line.

Interior circulation/access to each condominium garage will be provided by six 20-foot wide perpendicular connecting driveways that provide direct access to each unit's garage. Each driveway is approximately 110 feet deep and will service ten condominium garages.

Units

There will be four building types proposed are identified as T-100, T-200, T-300 and T-400. These building types will contain between four to ten units. The buildings will be arranged along a north/south axis separated by alternating garage driveways and common open spaces areas.

The proposed units will range in size from 1193 to 1644 square feet, have two or three bedrooms with two and one-half (2.5) to three (3) bathrooms. All units have an attached 2-car side by side or tandem garage. Some ground floor units will have a front patio and porch space, but every unit will have a second floor balcony for private space. Three of the proposed 57 units will be "Affordable Housing Units".

Open Space

Abutting the main internal driveway in the middle of the site is the primary common open space area for the project. This common open space area is approximately 4,000 square feet (50 x 80) and contains amenities such as a grass area, BBQ's, tables, ping pong table two fire pits with chairs and shade structure. There is also a secondary common open space area located in the rear northeast corner of the site containing an open grass area, tot lot, BBQ and table. The site design also proposes three smaller common open space areas (courtyards) between the buildings. These court yard areas are approximately 3,000 square feet.

The mailboxes for the project will be located at the edge of the central common open space area abutting the four head in guest parking spaces.

Refer to the table below for the unit type breakdown.

Unit Type	No. of Units/Type	Habitable (sq. ft.)/Type	No. Bedrooms/Baths	Parking/Unit
P-1	16	1,193	2/2.5	Attached 2-Car Garage
P-2	21	1,559	3/2.5	Attached 2-Car Garage (Tandem)
P-3	20	1,644	3/2.5	Attached 2-Car Garage

Amenities

The Planning Development "D" overlay zoning requires a meeting room and four additional onsite amenities. The code provides a list five amenities to choose from and allows the developer to propose alternative amenities subject to Planning Commission approval. The developer (the Olson Company) is proposing the following amenities:

1. Shade Structure
2. Security System for the site and each unit
3. BBQ's and Tables
4. Tot lot and play structure
5. Two Wi-Fi hot spots (one per open space area)
6. Ping pong table
7. Fire pits and Adirondack chairs

Staff has reviewed the amenities proposed and finds them acceptable with the exception of the absence of the required meeting room and lack of a fire pit/chair amenity in the front courtyard area between units 7 and 15. Staff had advised the applicant throughout the development review process about the code required "Meeting Room", however the applicant decided to not provide the required meeting room and instead provide a shade structure. Without the code required meeting room the project does not comply with the Zoning Code or CUP findings. Staff only recommends approval of the project with the inclusion of a 500-square foot meeting room with a kitchen and bathroom and has attached a condition of approval requiring the applicant to provide the required meeting room.

As previously mentioned, the project is proposing two fire pits with four Adirondack chairs in two courtyards located in the rear two courtyards of the site. Staff supports the inclusion of the fire pits and chairs, however, staff believes there should be a similar amenity in the front courtyard area. As proposed, there are no visible amenities proposed for the front half of the project site. Therefore, staff is conditioning the project to construct a third fire pit with chairs in the front yard between units 7 and 15.

Guest Parking

The project is proposing twenty guest parking spaces in two areas. The primary guest parking area will have 16 spaces and will be located along the north property lines and will be parallel type parking spaces. The second guest parking area will be located in the middle of the site adjacent to the common open space area.

The project at a glance can be summarized in the table below.

TYPE OF DEVELOPMENT STANDARD	ZONING CODE REQUIREMENT	PROPOSED/ PROVIDED	MEET ZONING CODE REQUIREMENT?
Density	29 units/acre max.	22 units/acre max.	Yes
Maximum Building Height	75 ft.	35 feet	Yes
Building Setbacks* • Central Ave. Front) • North side yard • South side yard • Rear yard	Custom To be establish by adopted project plans.	Custom • 15 feet • 35 feet • 5 feet • 15 feet	Yes
Private Open Space	50 sq. ft.	Approximately 170 sq. ft. min.	Yes
Private Storage Area	200 cubic feet min.	200 square feet. (Garage)	Yes
Amenities	Meeting Room plus four additional amenities • BBQ & tables • Tot Lot with play equipment • Pool/Jacuzzi • Court facilities • Exercise room clubhouse (or as approved by the Planning Commission)	1. Shade Structure 2. Security System 3. BBQ's and Tables 4. Tot lot and play structure 5. Two Wi-Fi hot spots 6. Ping pong table 7. Fire pits and Adirondack chairs	No
Parking	2-Car garage per unit plus 15 guest parking stalls	Attached 2-Car garage per unit plus 20 guest parking spaces.	No

Tentative Tract Map

The proposed condominium Tentative Tract Map is needed in order to facilitate the creation of condominiums and allow the units to be sold individually. One master lot is proposed with airspace rights for 57 dwelling units.

Traffic Impact Study
A Traffic Impact Analysis/Study was prepared for the proposed development by RK Engineering Group. The report evaluated the potential traffic impacts created by the proposed development.

Although the Project would result in less than significant impact traffic levels on City streets, the Traffic Impact Study recommended the following measures:

- Install stop sign, stop bar and stop legend for outbound traffic at the Central Avenue driveway.
- Adequate sight distance should be provided and maintained at the Central Avenue driveway per City standards:

Environmental Review:
In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code, Division 13 §21000 et seq.) an Initial Study (IS) for the project was prepared by Parker Environmental Consultants on behalf of the City of Compton. 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. All mitigation measures have been incorporated into the report as conditions of approval. The initial study/MND environmental document was posted in the LA County Clerk office in Norwalk, posted on the City of Compton, Community Development Department's webpage and circulated to service providers, public agencies and adjacent property owners for a 20 day public review period from November 5, 2021 to November 25, 2021.

NOTICING
This case was properly noticed in accordance with California Government Code 65352, 65353 and 65090, Public Resources Code, Division 13 §21000 et seq. and Compton Municipal Code Sections 30-26 and 30-28. The environmental document properly noticed in accordance with CEQA requirements. Public hearing notices were sent to both owners and occupants within a 500-foot radius on November 24, 2021. Notice was also published in the Compton Bulletin on November 17th and 24th, 2021. As of December 1, 2021, no other correspondence either for or against the project have been received.

RECOMMENDATION
Staff recommends that the Planning Commission recommend approval to the City Council of the proposed Mitigated Negative Declaration, General Plan Amendment, and Tentative Tract Map. Staff recommends that the Planning Commission approve both Conditional Use Permits.

Therefore, staff is bringing the following actions for the Planning Commission to consider:

1. Adoption of Mitigated Negative Declaration No. 949 and Mitigation Monitoring and Reporting Program;

2. Recommend to the City Council approval of proposed General Plan Amendment Case No. 2021-002.
3. Recommend to the City Council approval of Tentative Tract Map 83433, Case No. 2021-001
4. Approval of Conditional Use Permit Case No. 2021-009.
5. Approval of Conditional Use Permit Case No. 2021-010.

FINDINGS FOR ADOPTION OF MITIGATED NEGATIVE DECLARATION NO. 949 AND MITIGATION MONITORING AND REPORTING PROGRAM:

1. That in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code, Division 13 §21000 et seq.) an Initial Study for the project was prepared that identifies and evaluates the environmental impacts of the project.
2. That the City of Compton, in its capacity as Lead Agency, has determined that the proposed project requires a Mitigated Negative Declaration as part of its environmental review.
3. That the notice of intent along with the Initial Study/Mitigated Negative Declaration No. 949 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.
4. That all environmental documents have been processed in accordance with the California Environmental Quality Act (CEQA) guidelines.
5. The approval and subsequent implementation of the proposed project *will not* have the potential to degrade the quality of the environment with the implementation of the conditions of approval.
6. The approval and subsequent implementation of the proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals with the implementation of the conditions of approval.
7. The approval and subsequent implementation of the proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering the proposed development in the immediate vicinity with the implementation of the conditions of approval.
8. The approval and subsequent implementation of the proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly with the implementation of the conditions of approval.

FINDINGS FOR AN APPROVAL RECOMMENDATION OF GENERAL PLAN AMENDMENT CASE NO. 2021-002:

1. That the change of land use from Mixed Use (MU) to General Commercial (GC) will be in conformance with the existing zoning of Limited Commercial and will achieve greater consistency between the General Plan and Zoning map.
2. That the change of land use from Mixed Use (MU) to General Commercial (GC) is more suitable for the subject site in that the new land use designation will be consistent with existing land use patterns of residential development and zoning. The proposed GPA will

facilitate the development and disposition of a vacant Successor owned property and assist in providing additional affordable housing in the City.

3. That the change of land use from Mixed Use (MU) to General Commercial (GC) will not be detrimental to the surrounding area in that the site already permits residential development. The general plan amendment will allow for development of a residential project at a higher density with affordable housing.

FINDINGS FOR APPROVAL OF CONDITIONAL USE PERMIT CASE NO. 2021-009:

1. That the proposed 57-unit detached, planned condominium development on a 2.55 acre site will be compliant with all applicable provisions of the Zoning Ordinance with implementation of the conditions of approval.
2. That the proposed 57-unit detached, residential condominium development on a 2.55 acre site will not be detrimental to the public welfare or the surrounding area with implementation of all the conditions of approval. The proposed project will also eliminate a vacant lot causing blight and create additional affordable housing.
3. That the proposed 57-unit condominium development on a 2.55 acre site will be substantially in conformance with the goals and objectives of the General Plan and compatible with the existing patterns and development in the surrounding area with implementation of the conditions of approval and will provide greater housing opportunities, and help encourage additional redevelopment in the area.

FINDINGS FOR APPROVAL OF CONDITIONAL USE PERMIT CASE NO. 2021-010:

1. That the proposed 57-unit detached, condominium development on a 2.55 acre site will be compliant with all applicable provisions of the Zoning Ordinance with implementation of the conditions of approval.
2. That the proposed 57-unit detached, planned condominium development on a 2.55 acre site will not be detrimental to the public welfare or the surrounding area with implementation of all the conditions of approval and will eliminate a vacant lot causing blight.
3. That the proposed 57-unit detached, planned condominium development on a 2.55 acre site will be substantially in conformance with the goals and objectives of the General Plan and compatible with the existing patterns and development in the surrounding area with implementation of the conditions of approval and will provide greater housing opportunities, and help encourage additional redevelopment in the area.

FINDINGS FOR AN APPROVAL RECOMMENDATION OF TENTATIVE TRACT MAP NO. 83433:

1. That the proposed subdivision for condominium purposes will substantially comply with the new General Commercial General Plan land use designation and zoning classification with the implementation of the conditions of approval.
2. 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.
3. That the proposed subdivision for condominium purposes is located on a site that is physically suitable for residential development and will eliminate blight and provide greater housing opportunities, and help encourage additional development in the area.

Conditions of Approval: CUP 21-009/010

1. That the proposed development shall be contingent on the adoption of Mitigated Negative Declaration No. 949, approval and adoption of General Plan Amendment Case No. 2021-002, approval of Conditional Use Permits Case Nos. 2021-009 and 2021-0010, approval and recordation of Tract Map No. 83433.
2. That prior to building permit issuance, a surety bond shall be posted with the City by the applicant and/or developer of the planned condominium development, in the amount as determined adequate by the Public Works Director and/or Fire Chief and/or Water Department Manager, for the purpose of assurance of maintenance of utilities, fire equipment, roadways and other portions of the development which impact the public health, safety and welfare. The bond must be maintained for the life of the planned condominium development. The cost of the bond shall be the responsibility of the applicant and/or developer until 75% of all units have been transferred to private ownership at which point the home owner's association shall become responsible for maintenance of said bond.
3. The Conditions, Covenants and Restrictions (CC&R's) must be reviewed and approved by the City of Compton Attorney's Office prior to Final Map approval and prior to recordation of CC&R's. The CC&R's must also incorporate language as mandated by Section 30-18.5(e) of the Compton Municipal Code.
4. That the future Home Owner's Association (HOA) shall be under continuous professional management at all times.
5. Per Section 30-18.4 of the Compton Municipal Code, the following shall be site specific development standards for the project site:
    a. The minimum lot size shall be 111,000 square feet.
    b. The minimum lot width shall be"132.32 feet.
    c. The minimum lot depth shall be 830.81 feet..
    d. Yard designation shall be as follows:
        i. Frontage along Central Avenue shall be considered the Front of the development
        ii. Frontage along the North and South property lines shall be considered a Sides of the development;
        iii. The eastern property line shall be considered the Rear of the development.
    e. The following will be the minimum building setbacks from property lines:
        i. Central Avenue. – 15 feet.
        ii. North side yard. – 35.5 feet.
        iii. South side yard – 5 feet
        iv. Rear yard – 15 feet.
    f. The maximum density shall be 57 dwelling units.
    g. The minimum common open space shall be 26% of the subject site's net area.
    h. The minimum private open space shall be as follows:
        i. 170 square feet per unit;
    i. The minimum perimeter fence height shall be six feet high and constructed from stucco walls with a flat stucco cap and six foot high wrought iron vehicle entry gates.

j. Each dwelling unit shall be provided with a 400 square foot minimum, attached 2-car side by side or tandem garage.
k. A minimum of 16 surface 9 x 20 feet guest parking stalls shall be provided.
l. Each dwelling unit shall be provided a minimum of 200 cubic feet of private storage within the interior garage of each dwelling unit.
m. That the following amenities shall be provided for the life of this development:
    i. A community meeting room/club house with an area of 400 square feet minimum, which provides the following: a kitchen, bathroom, entertaining/meeting area;
    ii. Ping Pong table
    iii. Three fire pits with each fire pit each having four Adirondack chairs
    iv. Two WiFi hot spots. One each in a common area.
    v. Security system consisting of security cameras at each gate entrance pre-wired units for a NEST security system.
    vi. Tot lot with multiple play equipment;
    vii. BBQ facility with a minimum of 3 sets of picnic tables and benches and 3 large grills.
n. The developer and/or Home Owner Association (HOA) shall be responsible for landscaping, irrigating and maintaining all common landscape areas within the development and all site adjacent City parkways.
o. Recreational vehicle parking shall be prohibited within the planned condominium development.
p. Additions to units shall be prohibited.

6. Prior to the submittal of construction plans to the Building & Safety Division, the applicant shall submit to the Community Development Department an ARB application with precise plans and details for the following items:
    a. Landscape and irrigation plans;
    b. Playground,/ball court;
    c. Tot lot and multiple play equipment;
    d. BBQ area;
    e. Meeting Room and amenities;
    f. Gates and entrance design;
7. That each unit shall have separate utility service individually metered (i.e. electric, water, gas, etc.).
8. All units shall be equipped with forced air ventilation, heating and cooling so that windows may remain closed to reduce exterior noise levels within the units.
9. That the applicant and/or developer shall install roll-up garage door with remote openers for each unit.
10. That the applicant and/or developer shall install remote operated, automatic vehicle gate and that a guest/delivery call box on the landscape planter located outside the main entry gate.
11. All dwelling units shall be prewired for both internet, security cameras and satellite/cable television.
12. That it is the developer’s and/or HOA’s responsibility to maintain all common area lighting in good working order at all times.

13. That prior to the submittal of construction drawings to the Building and Safety Division, the applicant shall file an ARB application with the Community Development Department shall submit plans for the construction of a 500 square foot meeting room with a kitchen and bathroom onsite.

14. 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.)

15. 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.

16. The Applicant shall provide additional soil testing to determine the lateral limits of soil vapor intrusion. Should the findings of the additional testing indicate a potential health risk, a vapor intrusion human health risk assessment (VIHHRA) shall be conducted to determine whether engineering controls (e.g., vapor barriers) will be warranted to reduce potential soil vapor exposure for future Project residents. The Applicant shall provide evidence to the Building Division showing the concentrations of detected soil vapors. Where concentrations of soil vapors are detected above the established thresholds, the Applicant shall ensure placement of a vapor barrier below the residences to prevent intrusion of the soil vapor into the structure. Those structures that require vapor barriers will require a deed notification to ensure protection of the barrier over time. No Certificate of Occupancy shall be issued for those buildings that require soil vapor barriers until these measures are completed and Los Angeles County Fire Department (LACFD) has inspected and provided concurrence on the placement for each affected building on the Project Site.

17. The Project shall provide plans for noise barrier walls along the northern, southern, eastern and western property lines, subject to the City review and approval. The noise barrier walls shall be CMU and a minimum of 6-feet tall, and free of decorative cutouts or line of site openings. The walls shall be constructed and maintained per the approved plans.

18. The Project shall locate HVAC equipment behind a noise screening wall and/or shielded from line of sight of any adjacent residential property.

19. Project design shall demonstrate that interior noise levels due to exterior sources are reduced to a CNEL or a day-night level (LDN) of 45 dBA, in any habitable room. Measures incorporated in the Project design will include the following or equivalent subject to City Building Division approval:

- Compliance with California Title 24 building insulation requirements for exterior walls, roofs and common separating assemblies;
- All units equipped with adequate fresh air ventilation, per the requirements of the California Building Standards Code, to meet the interior noise standard with a windows closed condition;
- Upgraded windows and sliding glass doors for units facing Central Avenue and or adjacent to the existing industrial use to the south.

20. 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 sign, stop bar and stop legend for outbound traffic at the Central Avenue driveway.
- Adequate sight distance should be provided and maintained at the Central Avenue driveway per County of Los Angeles standards:
- The limited use area (area where a clear line of sight is maintained by not installing any landscaping over 30 inches high or structure/monumentation, etc.) shall be

used for the purpose of prohibiting or clearing obstructions to maintain adequate sight distance along Central Avenue.

- No trees, walls, or any obstructions shall be allowed in the limited use area.

21. 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.

Conditions of Approval Tentative Tract Map 83433

1. That the proposed development shall be contingent on the adoption of Mitigated Negative Declaration No. 950, approval and adoption of General Plan Amendment Case No. 2021-001, approval, approval and recordation of Tract Map No. 83807, approval of Conditional Use Permits Case No. 2021-008, Change of Zone case No. 2021-003.
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 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.
5. That each unit shall have separate utility service individually metered (i.e. electric, water, gas, etc.).
   That the applicant and/or developer shall replace and/or repair sidewalks, curbs, gutters or parkways located adjacent to the subject site along Central Ave. as required and directed by the Public Works Director.
6. That grading, drainage, and hydrology plans, as required by Public Works Department, shall be submitted to and approved by the City Engineer prior to submittal of Final Map.
7. That all utility lines (i.e. electric, street lighting, cable/satellite television, telephone, etc.) shall be placed underground.
8. 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 any required upgrades shall be built to City standards.

9. 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.
10. The 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.
11. The proposed development shall comply with all applicable state or federal laws and regulations including but not limited to National Pollutant Discharge Elimination System NPDES [LID, SUSMP, etc] requirements.
12. That prior to Final Map approval, the final site and circulation plan must be reviewed and approved by the City of Compton Fire Department to ensure the development conforms with the following but not limited to: fire hydrants, fire lanes, development access point, etc.
13. That the number, spacing, and location of all required fire hydrants shall be reviewed and approved by the Fire and Water Departments
14. That Tentative Parcel Map No. 83807 shall expire 24 months after City Council approval except as provided under the provisions of California Government Code Section 66452.6. The subdivision proposed by Vesting Tentative Parcel Map No.83433 shall not be effective until such time that a final map is recorded.
15. That preparation and recordation of the Final Map shall meet all requirements of the Subdivision Map Act and Chapter 28 inclusive of the Compton Municipal Code.
16. That the Final Map shall be approved by City Council and recorded prior to issuance of a Building permits excluding all model units.
17. 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 prior to approval of the Final Map by the City Engineer.
18. 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.)
19. 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.

20. The Applicant shall provide additional soil testing to determine the lateral limits of soil vapor intrusion. Should the findings of the additional testing indicate a potential health risk, a vapor intrusion human health risk assessment (VIHHRA) shall be conducted to determine whether engineering controls (e.g., vapor barriers) will be warranted to reduce potential soil vapor exposure for future Project residents. The Applicant shall provide evidence to the Building Division showing the concentrations of detected soil vapors. Where concentrations of soil vapors are detected above the established thresholds, the Applicant shall ensure placement of a vapor barrier below the residences to prevent intrusion of the soil vapor into the structure. Those structures that require vapor barriers will require a deed notification to ensure protection of the barrier over time. No Certificate of Occupancy shall be issued for those buildings that require soil vapor barriers until these measures are completed and Los Angeles County Fire Department (LACFD) has inspected and provided concurrence on the placement for each affected building on the Project Site.
21. The Project shall locate HVAC equipment behind a noise screening wall and/or shielded from line of sight of any adjacent residential property.
22. Prior to issuance of a certificate of occupancy, install stop sign, stop bar and stop legend for outbound traffic at the 151st Street driveway.
23. The limited use area (area where a clear line of sight is maintained by not installing tall landscaping over 30 inches high or monumentation, etc.) shall be used for the purpose of prohibiting or clearing obstructions to maintain adequate sight distance along Central Avenue. 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 limited use area.
24. 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.

25. Prior to building permit issuance, the developer shall ensure that the design of the buildings shall reduce the number of reflective surfaces used in the construction to minimize new sources of glare. Exterior building materials shall use earth tone light colors with low reflectance. Any bare metallic surfaces found on infrastructures such as pipes and poles shall be painted to minimize reflectance and glare.
26. The windows and sliding glass doors facing the West Compton Boulevard shall require a minimum STC rating of 26 for the 1st and 2nd floors.
27. Construction shall occur during the hours of 7:00 AM to 7:00 PM.
28. Stationary construction noise sources such as generators or pumps should be located as far as feasibly possible from any existing adjacent residential units, as feasible.
29. Construction staging areas should be located as far as feasibly possible from any adjacent sensitive land uses as feasible.
30. During construction, the contactor shall ensure all construction equipment is equipped with appropriate noise attenuating devices.
31. Equipment shall be maintained so that vehicles and their loads are secured from rattling and banging
32. 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
33. Prior to any lane closure or detour, the developer shall submit a Construction Traffic Management Plan per the California M.U.T.C.D. for review and approval by the City Engineer. The plan shall include, but not be limited to, signing, truck routes per the City of Compton Approved Truck Route Map (Figure C-4 of the General Plan Visions 2010), and construction hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday per the Municipal Code section 17-12.22 Section 7-12. 22 – Construction or Repairing of Buildings, Pile Drivers, Hoists, Steam Shovels of the City of Compton Municipal Code.
34. Approximately six-feet of red-curb shall be painted on both sides of the driveways and Section 3B.19 of Section 405.1 of the Highway Design Manual standards shall be applied.
35. 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.
36. 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.
37. That the applicant or property owner shall be responsible for maintenance of the property in accordance with all applicable local ordinances.
38. 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.
39. Prior to the issuance of the certificate of occupancy, the applicant and/or developer must implement all Fire Department requirements, which may include, but are not limited to,

emergency access, parking prohibitions, fire sprinklers, on-site fire hydrants, fire escapes, fire alarms etc.

40. That all emergency and fire access points and fire lanes shall be maintained free of obstructions at all times.
41. That the applicant, property manager/HOA, or other responsible party shall be required to implement graffiti removal within three (3) days of notification by the City.
42. 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.
43. That all conditions of this approval shall be recorded so that future owners/operators will be informed of rights and restrictions placed on the property while this approval is in force.
44. That the residents of each unit shall use their garage for onsite resident parking and shall not parking in the driveway. The onsite garage of each unit shall remain free at all times of any obstruction or materials preventing the parking of two full sized personal vehicles.
45. That failure, at any time, to exercise this use (development of 60 condominiums) for 24 consecutive months subsequent to the date of approval shall render the Conditional Use Permit and Tentative Tract Map approvals automatically null and void without benefit of public hearing or notice of action, unless extended by the Planning Commission prior to the date of expiration.

ACTIONS

1. Recommend adoption of Mitigated Negative Declaration No. 949 and Mitigation Monitoring and Reporting Program as adequate.
2. General Plan Amendment No. 2021-002.
3. Approval of Conditional Use Permit Case No. 2021-009, subject to attached conditions of approval.
4. Approval of Conditional Use Permit Case No. 2021-010, subject to attached conditions of approval.
5. Recommend Approval to the City Council of Tentative Tract Map No. 83433; subject to attached conditions of approval.

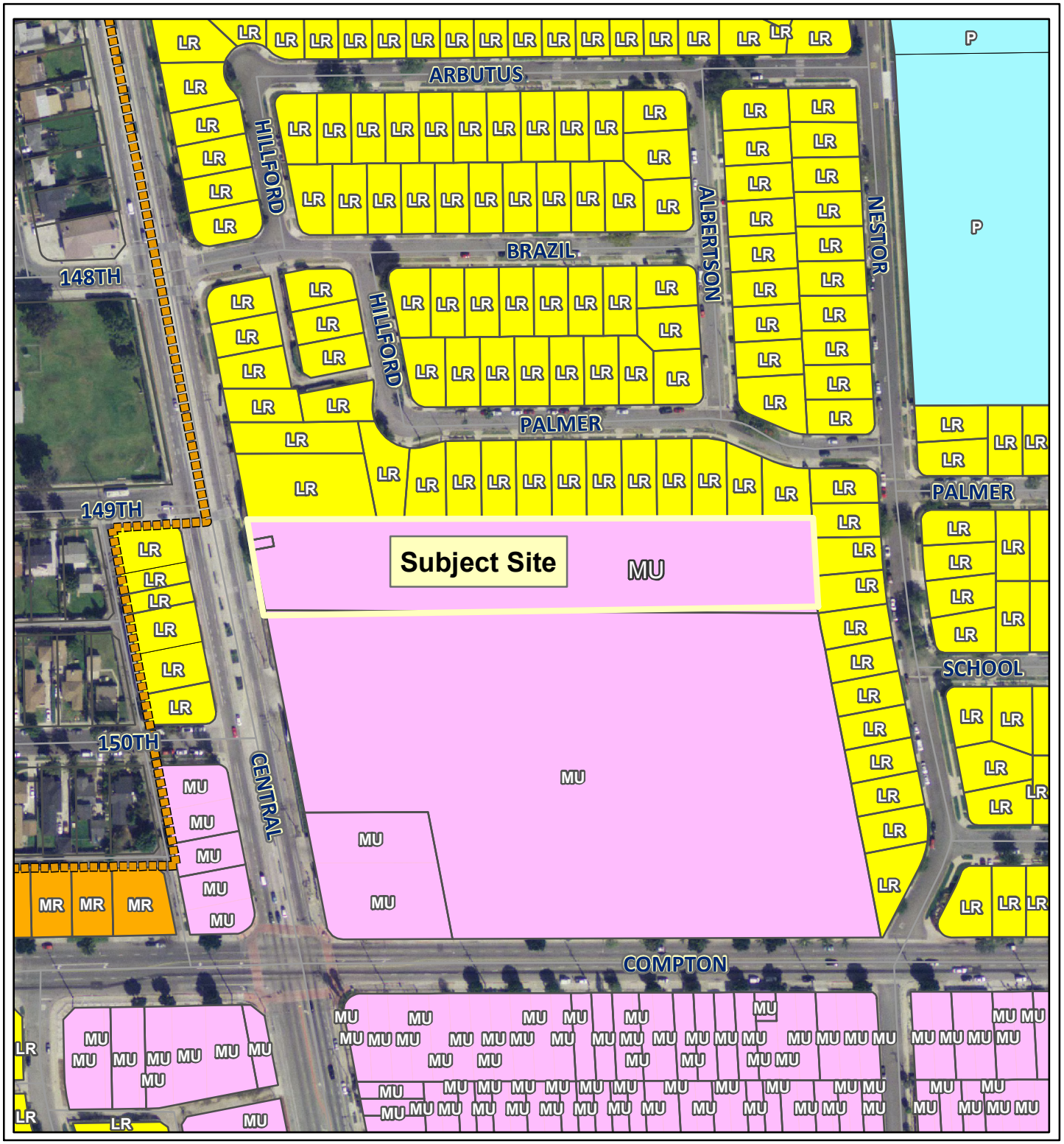
Exhibits

1) Aerial Map
2) Existing General Plan Map
3) Existing Zoning Map
4) Specific Plan Document
5) Initial Study/Negative Declaration No. 949 and Mitigation Monitoring and Reporting Program;
6) Project Plans/Specific Plan

CITY OF COMPTON

GENERAL PLAN MAP

General Plan Amendment Case No. 2021-002
Conditional Use Permit Case No. 2021-009
Conditional Use Permit Case No. 2021-010
Tentative Tract Map No. 83433 2021-002
Mitigated Negative Declaration No. 949
250 N. Central Ave.
APN: 6143-011-902



Legend

- City Limits
- parcels
- Low Density Residential <8.0 du/ac
- Medium Density Residential 8.1-17.0 du/ac
- High Density Residential 17.1-34.0 du/ac
- General Commercial
- Mixed Use
- Industrial
- Open Space/Parks
- Public/Quasi-Public
- Transportation

N

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1. ANY ERRORS, OMISSIONS, OR INACCURACIES IN THE INFORMATION PROVIDED REGARDLESS OF HOW CAUSED; OR
2. ANY DECISION MADE OR ACTION TAKEN OR NOT TAKEN BY READER IN RELIANCE UPON ANY INFORMATION OR DATA FURNISHED HEREUNDER.

CITY OF COMPTON

ZONING MAP

General Plan Amendment Case No. 2021-002
Conditional Use Permit Case No. 2021-009
Conditional Use Permit Case No. 2021-010
Tentative Tract Map No. 83433 2021-002
Mitigated Negative Declaration No. 949
250 N. Central Ave.
APN: 6143-011-902



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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COMPTON & CENTRAL

BUILDER/DEVELOPER:

THE OLSON COMPANY

SEAL BEACH, CA

ARCHITECT:

KTGY

IRVINE, CA

CIVIL ENGINEERS:

ADVANCED CIVIL GROUP

LAGUNA NIGUEL, CA

LANDSCAPE ARCHITECT:

STUDIO PAD, INC.

LAGUNA HILLS, CA

Architecture + Planning
17911 Von Karman Ave,
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949.851.2133
ktgy.com

The Olson Company
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Seal Beach, California 90740
www.olsonhomes.com

COMPTON & CENTRAL
COMPTON, CA # 2018-0778

Plot Date: August 31, 2021

SHEET INDEX
COVER SHEET

LANDSCAPE ARCHITECTURE

L - 1	Schematic Landscape Plan
L - 2	Schematic Landscape Plan (Rendered)
L - 3	Schematic Open Space Enlargement Plans
L - 4	Schematic Wall Plan
L - 5	Schematic Elevations
L - 6	Schematic Lighting Plan
L - 7	Schematic Open Space Plan

CIVIL

	Tentative Tract Map - Exhibit A
	Tentative Tract Map - Vesting

LIGHTING

E S 1	Electrical Site Plan
E S 2	Photometric Site Plan

ARCHITECTURE

A 0 . 0	Arch'l Sheet Index
A 1 . 0	Arch'l Site Plan
A 2 . 0	Composite Elevation T-100
A 2 . 1	Composite Plans T-100
A 2 . 2	Composite Elevation T-200
A 2 . 3	Composite Plan T-200
A 2 . 4	Composite Elevation T-300
A 2 . 5	Composite Plans T-300
A 2 . 6	Composite Elevation T-400
A 2 . 7	Composite Plan T-400
A 3 . 0	Plan 1 - Floor Plan
A 3 . 1	Plan 2 & 3 - Floor Plan

Color & Materials Board

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COMPTON & CENTRAL
COMPTON, CA # 2018-0778

Plot Date: September 1, 2021

Property Address	Legal Description
14904 S. Central Ave. Compton, CA 90220	Pin No. Assessor: 6143-011-902 TTM No.

Building Code Summary	
Occupancy	R-2
Construction Type	Type V-B
Fire Sprinkler	NFPA 13
Building Type	On-Grade
Number of Stories	3

Zoning	
Current Zoning	Limited Commercial (CL)
Proposed Use	Planned Development (D) w/ Conditional Use Permit

Site Summary	Site Area		
Gross Site Area	111,000	SF	2.55 AC
Net Site Area	111,000	SF	2.55 AC
Dwelling Units*	57	DU	
Gross Density	22.4	DU/AC	
Net Density	22.4	DU/AC	

Lot Coverage		
Maximum Lot Coverage	40	%
Provided Lot Coverage	37	% Provided

Density		
Permitted Density	29.0 du/ac	For High Density Residential
Provided Density	22.4 du/ac	

Building Height	
Allowed	75'-0"
Proposed	36'-7"

Townhomes Plan Summary

	#	GFA	Beds	%	Total GFA	GFA + Garage
P1	16	1,193	2	28.1%	19,088	26,896
P2	21	1,559	3	36.8%	32,739	42,798
P3	20	1,644	3	35.1%	32,880	32,880
Total	57			100.0%	84,707	102,574

Type	#	%
2 bedroom Units	16	28.1%
3 bedroom Units	41	71.9%
Total	**57**	**100%**

Bedroom Count

Type	#	%
2 bedroom total	32	20.6%
3 bedroom total	123	79.4%
Total	**155**	**100%**

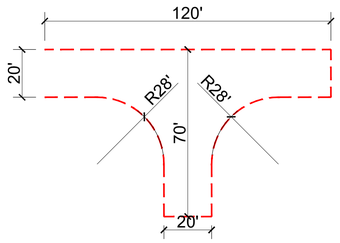
Parking Summary

Required	Spaces/ Unit	Req.
Resident	2.0	114
Guest	0.25	15
Total Required Parking	**2.3**	**129**

Parking Provided	Spaces/ Unit	Spaces Provided
Garage Spaces	2.0	114
Guest Spaces	0.35	20
Accessible Space	0.02	1
Total Provided Parking	**2.37**	**135**

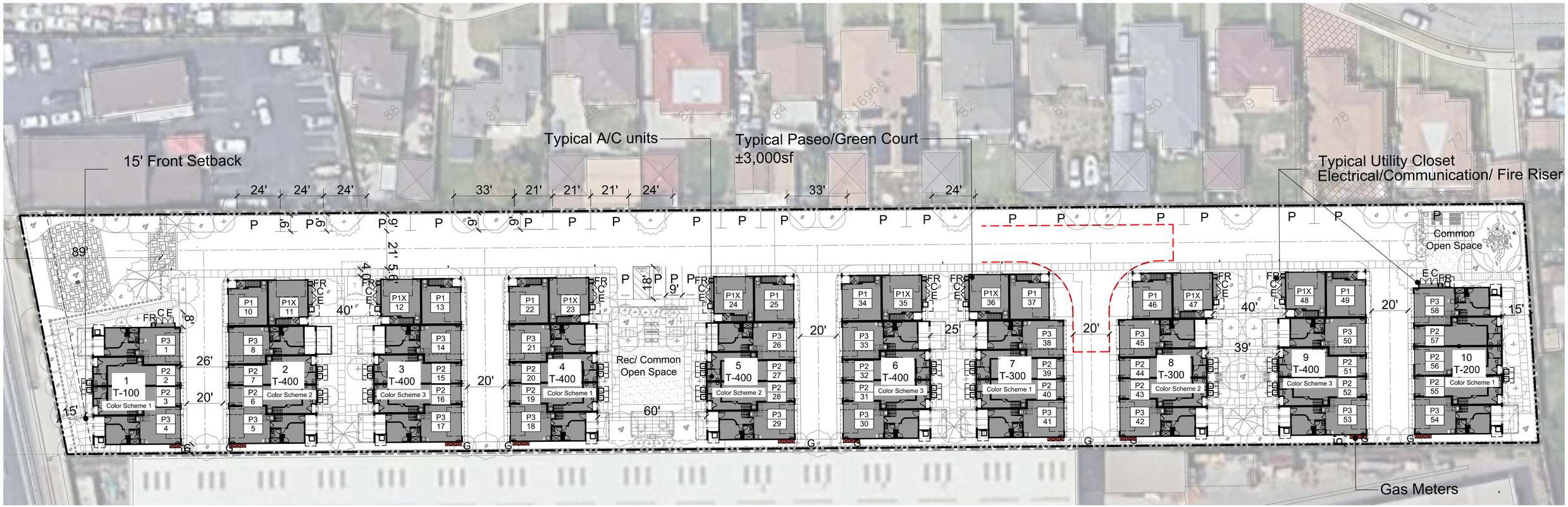
Building Coverage	±	41,533 SF	37.42 %
Pavement Coverage	±	32,320 SF	29.12 %
Gross Landscape Coverage	±	37,147 SF	33.47 %

2019 CALIFORNIA FIRE CODE
DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND



Legend

	Accessible Units (5)
E	Electrical Closet
C	Cable
G	Gas Meter
FR	Fire Riser
FDC	Fire Department Connection
FH	Fire Hydrant



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COMPTON, CA # 2018-0778

Plot Date: September 2, 2021

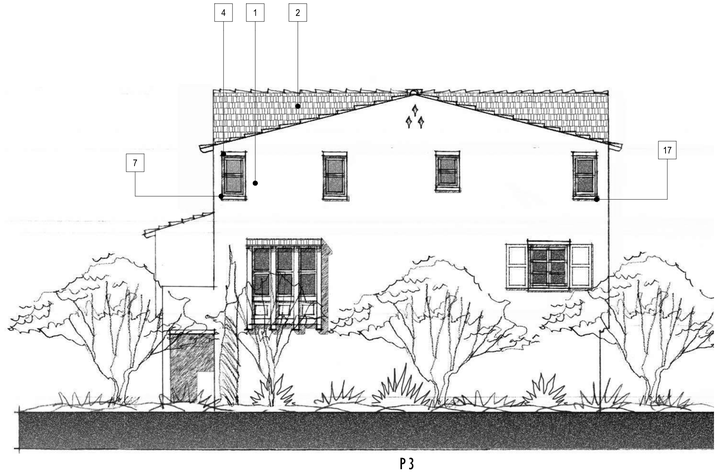
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ARCHITECTURAL SITE PLAN

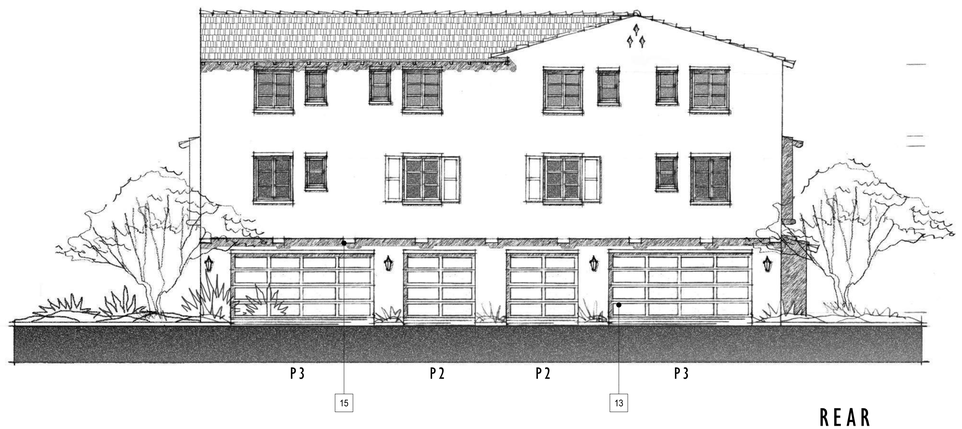
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LEGEND

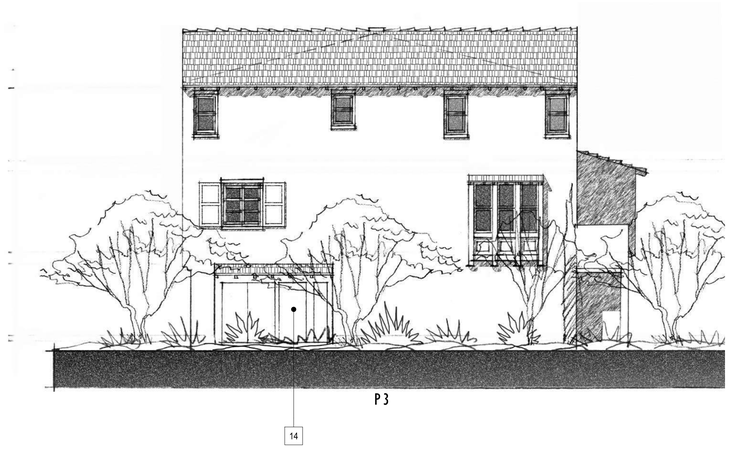
1 Stucco, 16/20 Finish
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14 Utility Door
15 Decorative Wood Corbel
16 Decorative Wood Awning/Outlooker
17 Decorative Stucco Sill
18 Not Used



RIGHT



REAR



LEFT



FRONT

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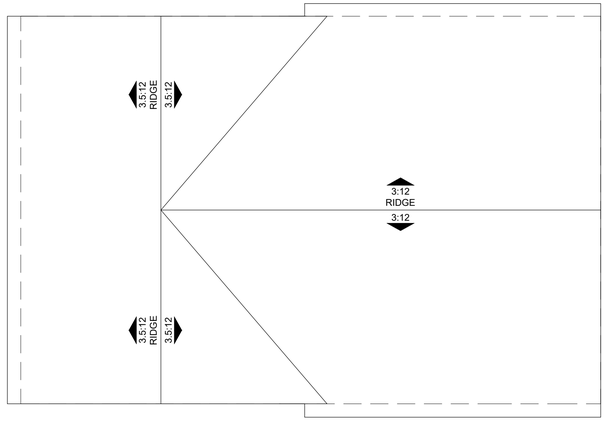
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COMPTON, CA # 2018-0778

Plot Date: August 31, 2021

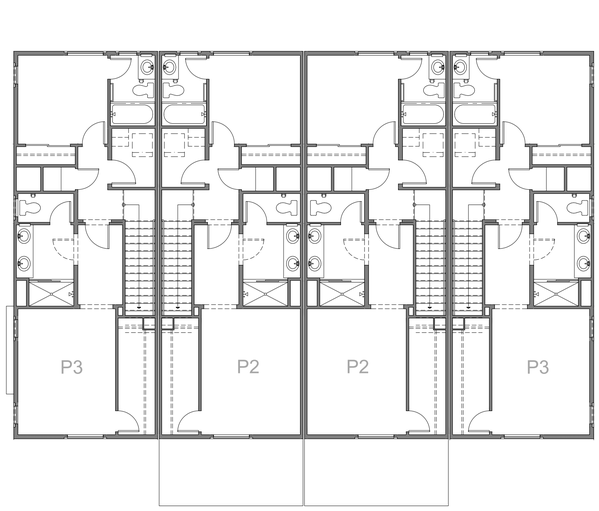
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T-100 ELEVATIONS

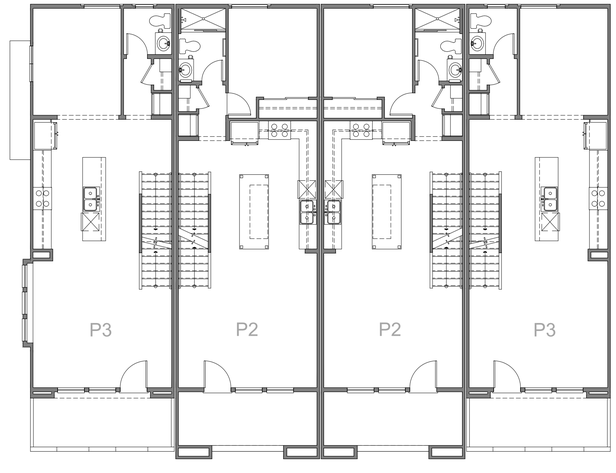
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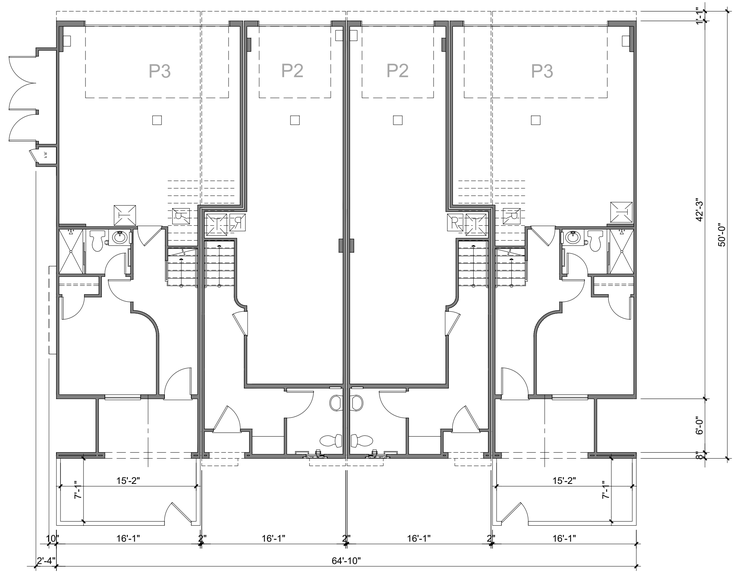
ROOF



THIRD FLOOR



SECOND FLOOR



FIRST FLOOR

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COMPTON & CENTRAL
COMPTON, CA # 2018-0778

Plot Date: August 31, 2021

0 4 8 16

T-100 COMPOSITE PLANS

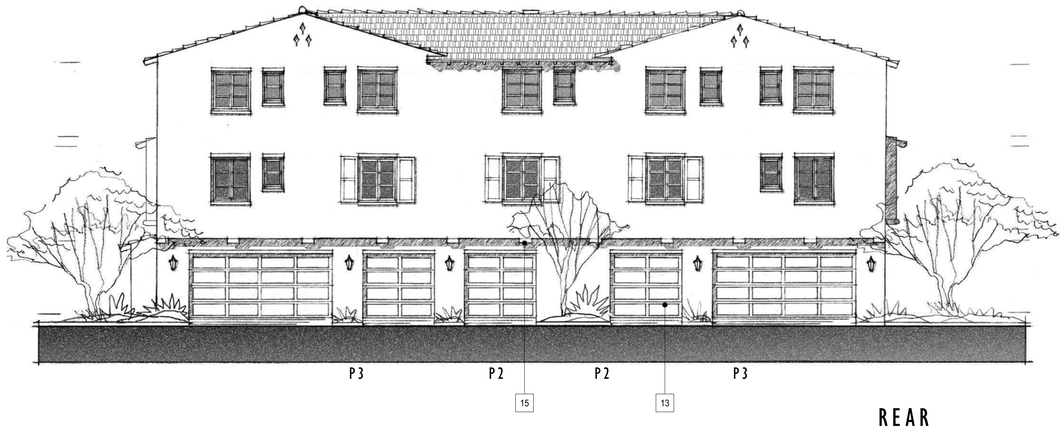
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LEGEND

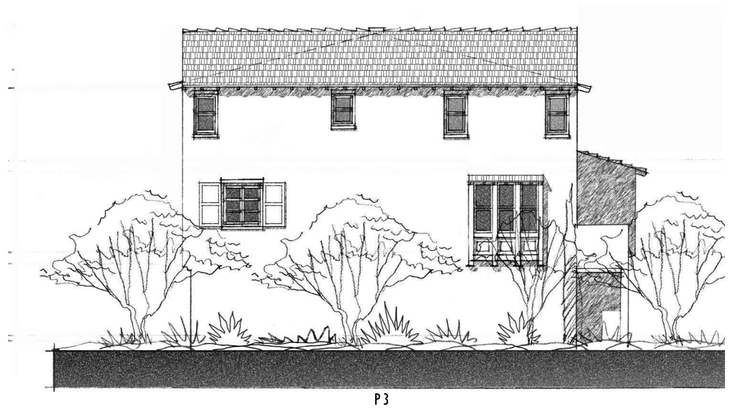
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17. Decorative Stucco Sill
18. Not Used



RIGHT



REAR



LEFT



FRONT

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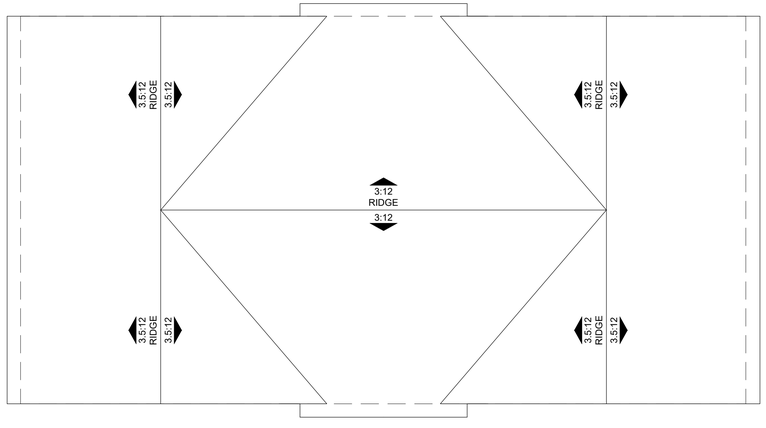
COMPTON & CENTRAL
COMPTON, CA # 2018-0778

Plot Date: August 31, 2021

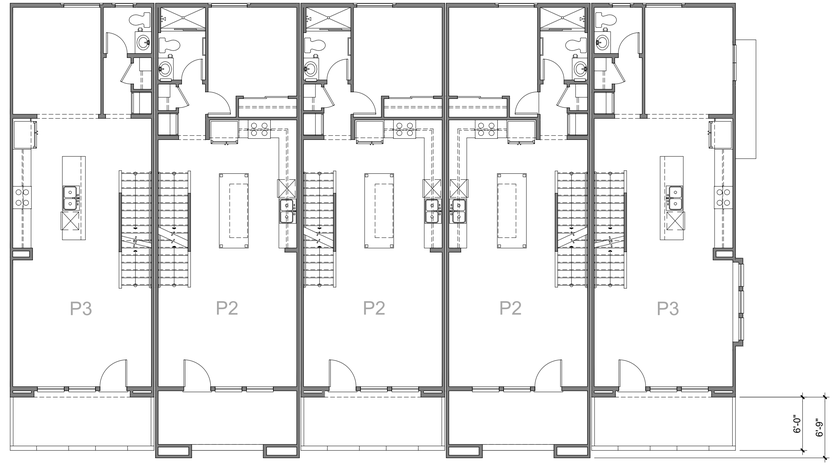
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T-200 ELEVATIONS

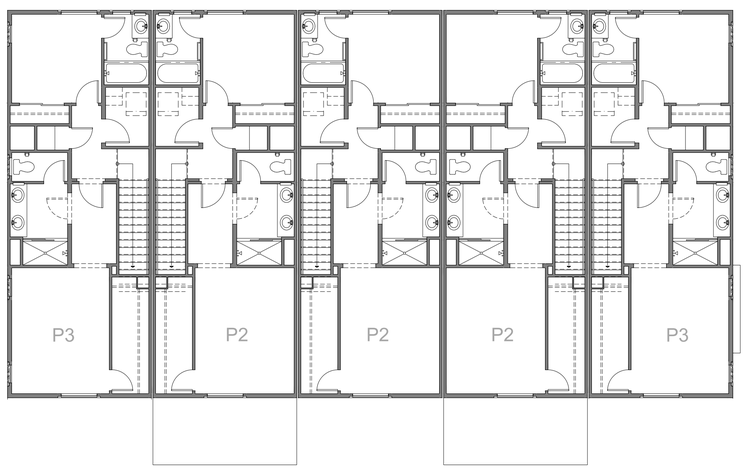
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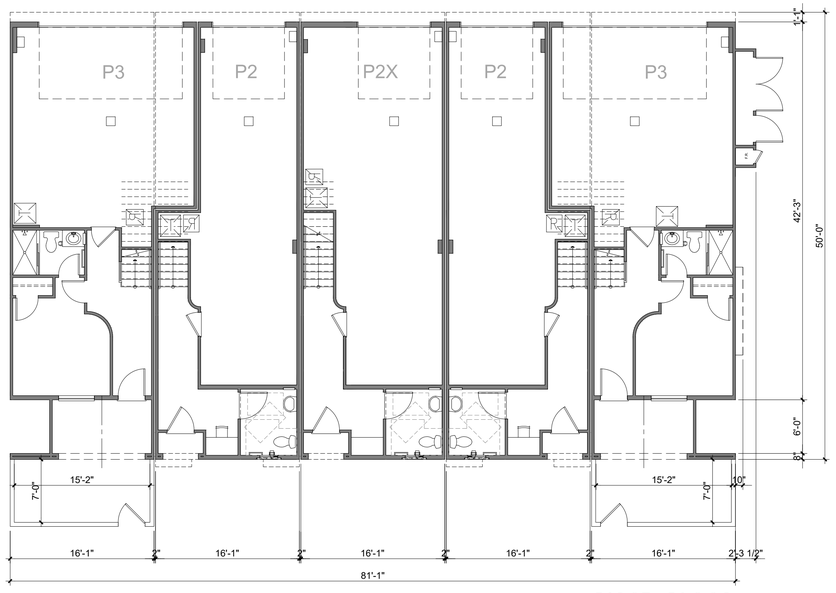
ROOF



SECOND FLOOR



THIRD FLOOR



FIRST FLOOR

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COMPTON, CA # 2018-0778

Plot Date: August 31, 2021

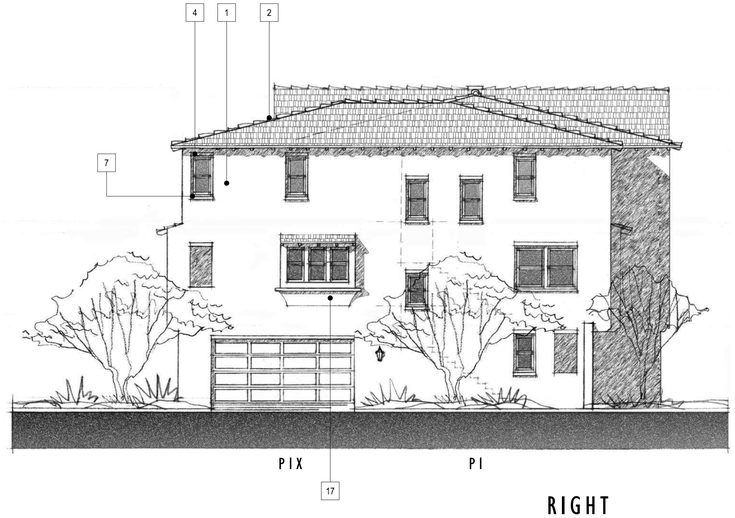
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T-200 COMPOSITE PLANS

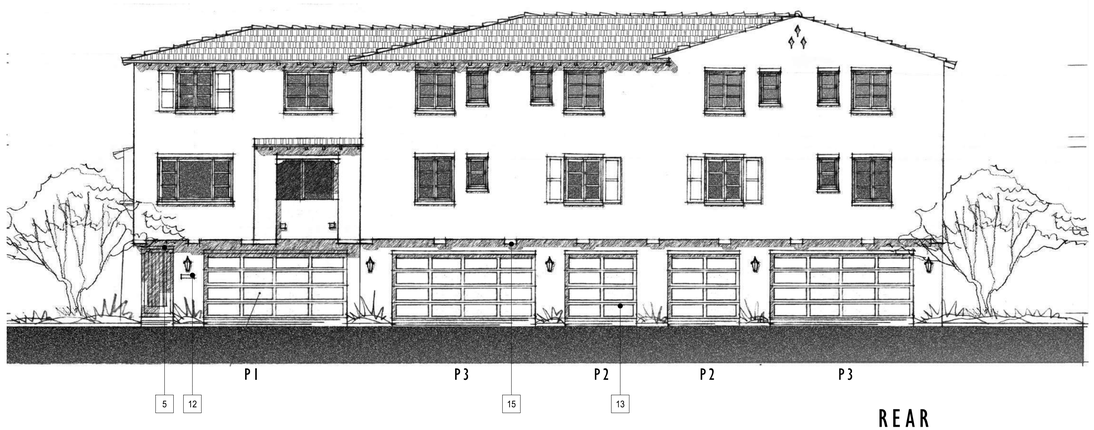
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LEGEND

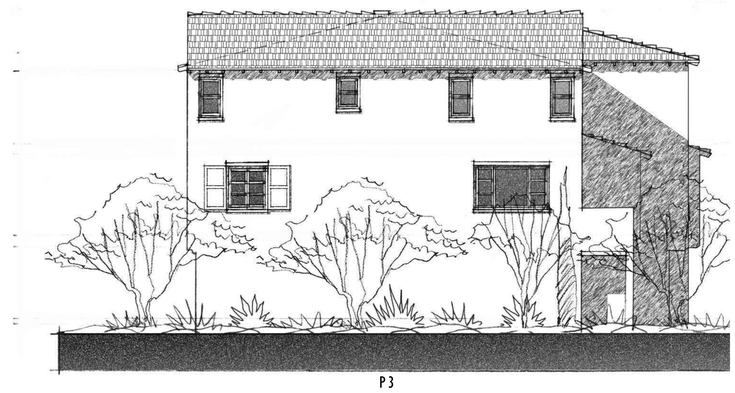
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RIGHT



REAR



LEFT



FRONT

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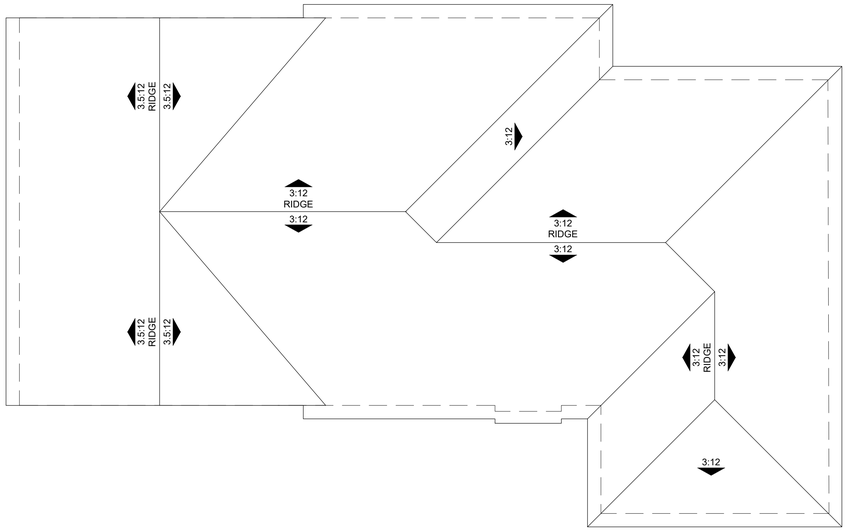
COMPTON & CENTRAL
COMPTON, CA # 2018-0778

Plot Date: August 31, 2021

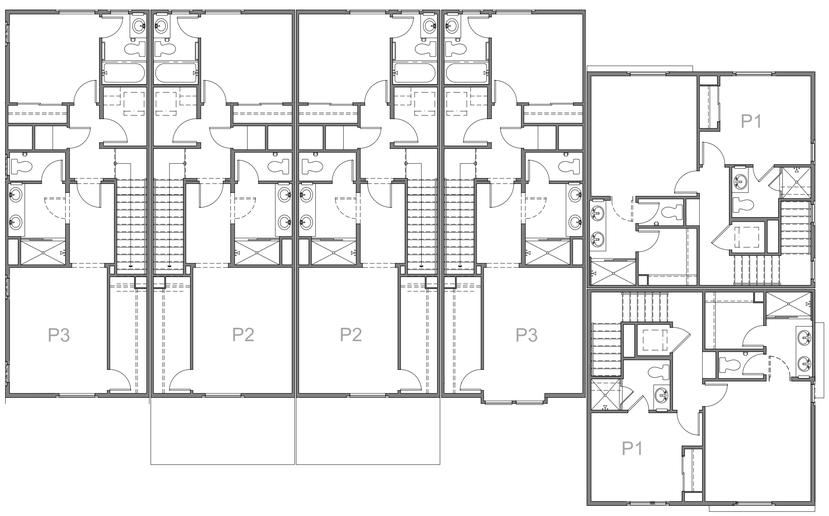
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T-300 ELEVATIONS

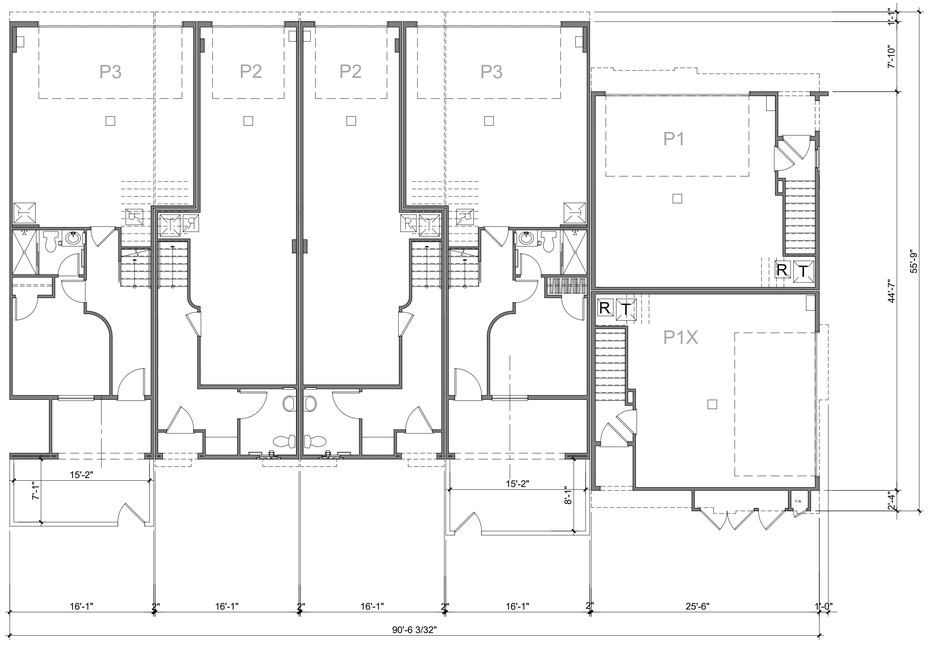
A2.4



SECOND FLOOR



THIRD FLOOR



FIRST FLOOR

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COMPTON & CENTRAL
COMPTON, CA # 2018-0778

Plot Date: August 31, 2021

0 4 8 16

T-300 COMPOSITE PLANS

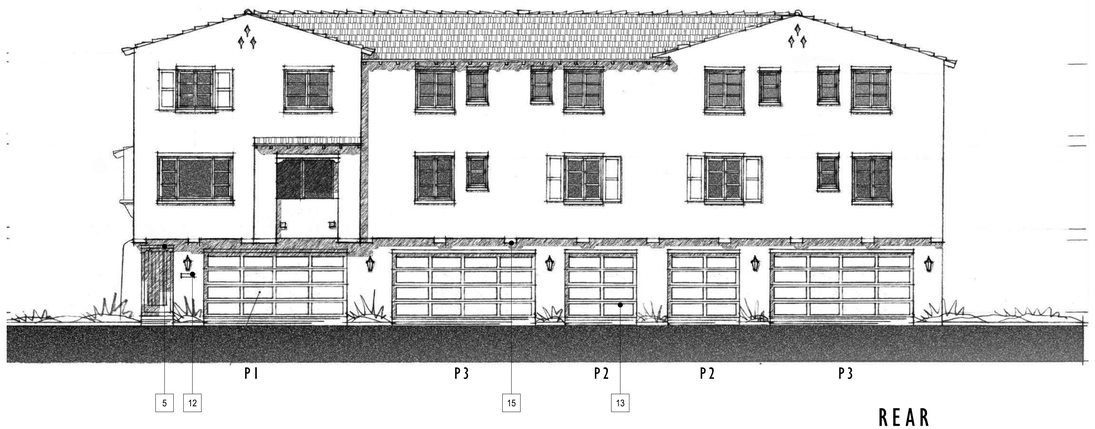
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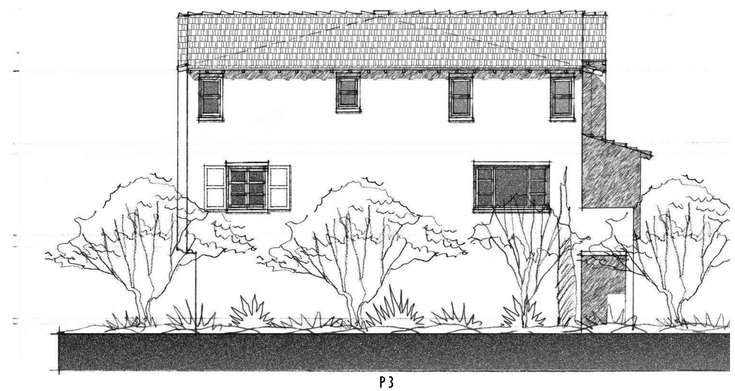
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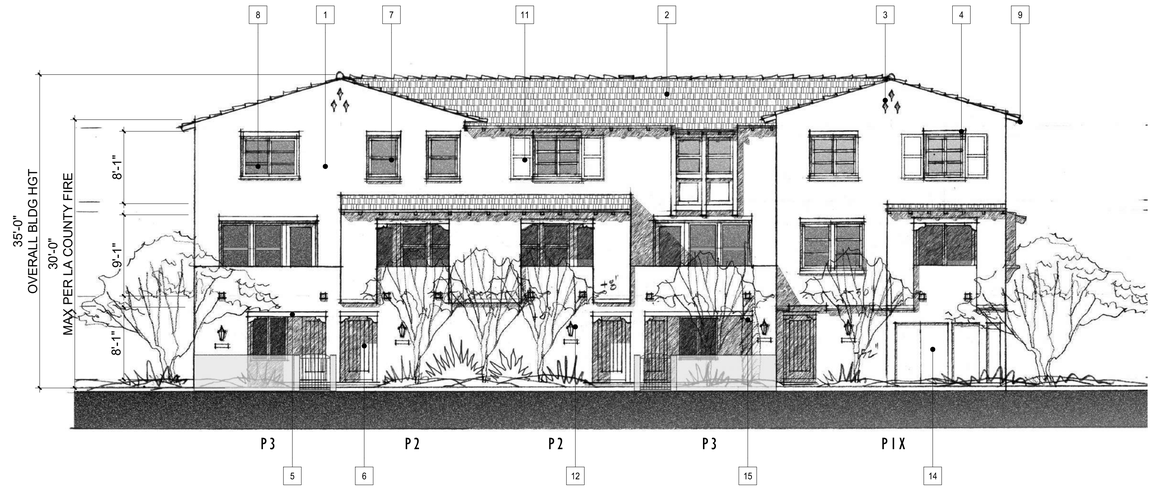
RIGHT



REAR



LEFT



FRONT

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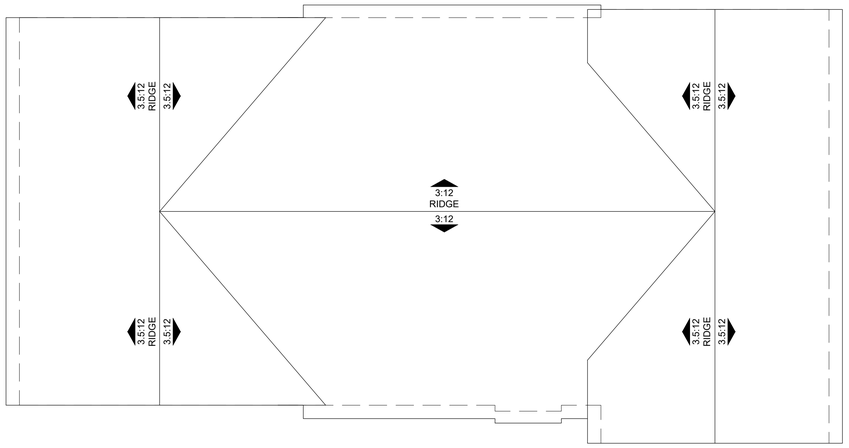
COMPTON & CENTRAL
COMPTON, CA # 2018-0778

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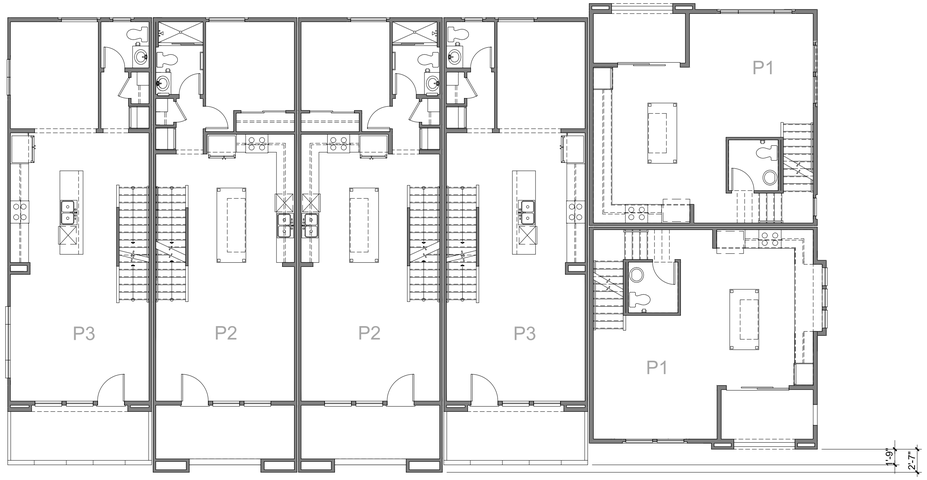
0 4 8 16

T-400 ELEVATIONS

A2.6



ROOF



SECOND FLOOR

THIRD FLOOR

FIRST FLOOR

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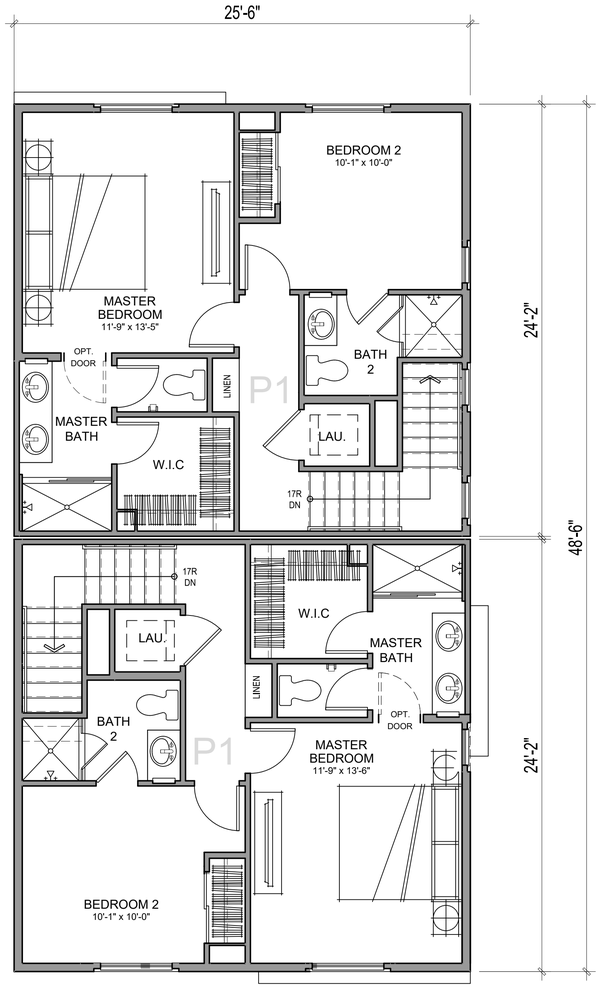
COMPTON & CENTRAL
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Plot Date: August 31, 2021

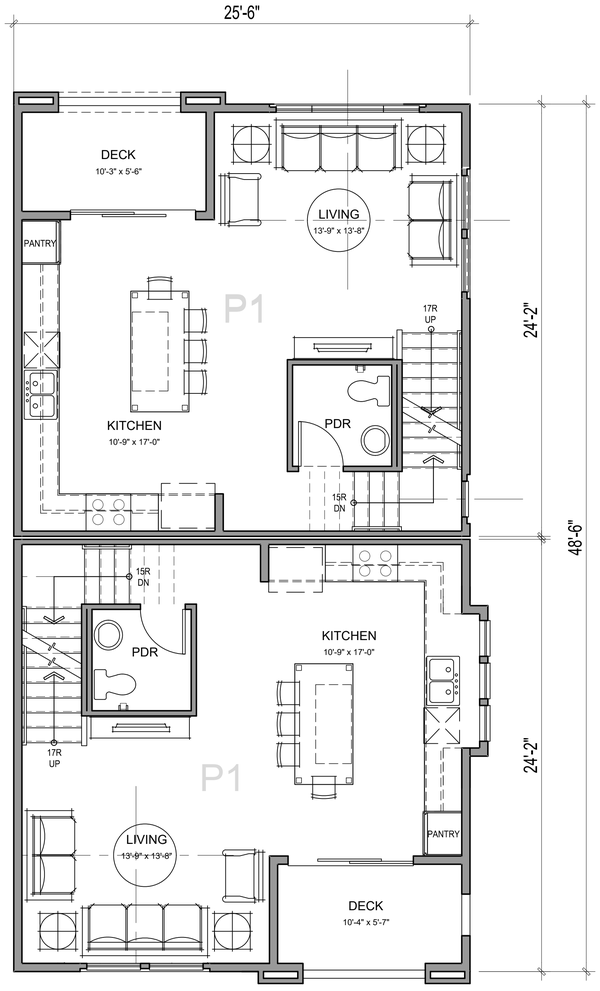
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T-400 COMPOSITE PLANS

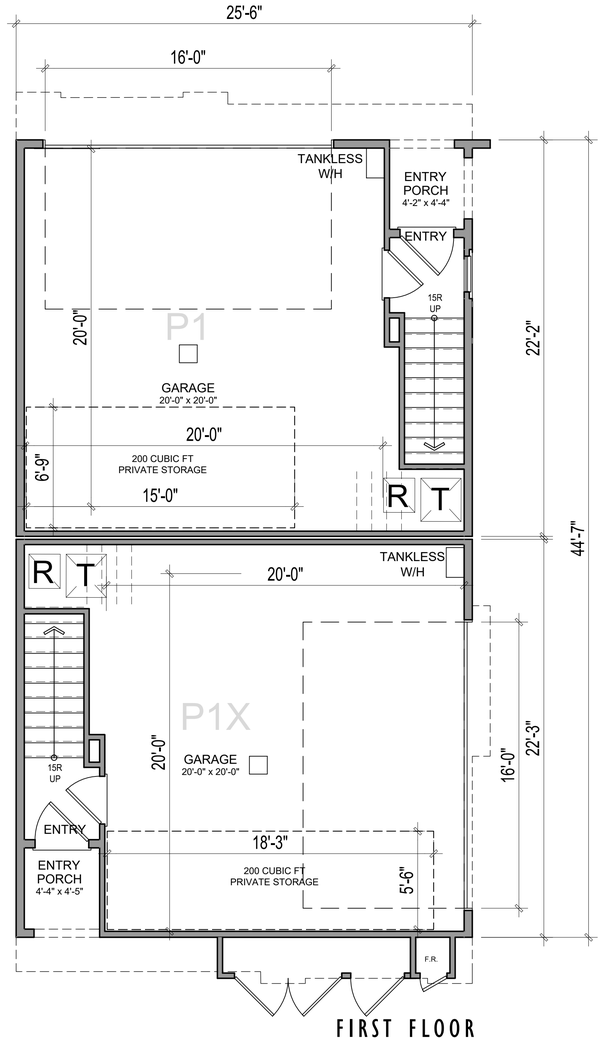
A2.7



THIRD FLOOR



SECOND FLOOR



FIRST FLOOR

P1X - GROSS AREA	
1ST FLOOR	81 SQ. FT.
2ND FLOOR	552 SQ. FT.
3RD FLOOR	561 SQ. FT.
TOTAL LIVING	1193 SQ. FT.
PORCH	23 SQ. FT.
GARAGE	488 SQ. FT.
DECK	63 SQ. FT.

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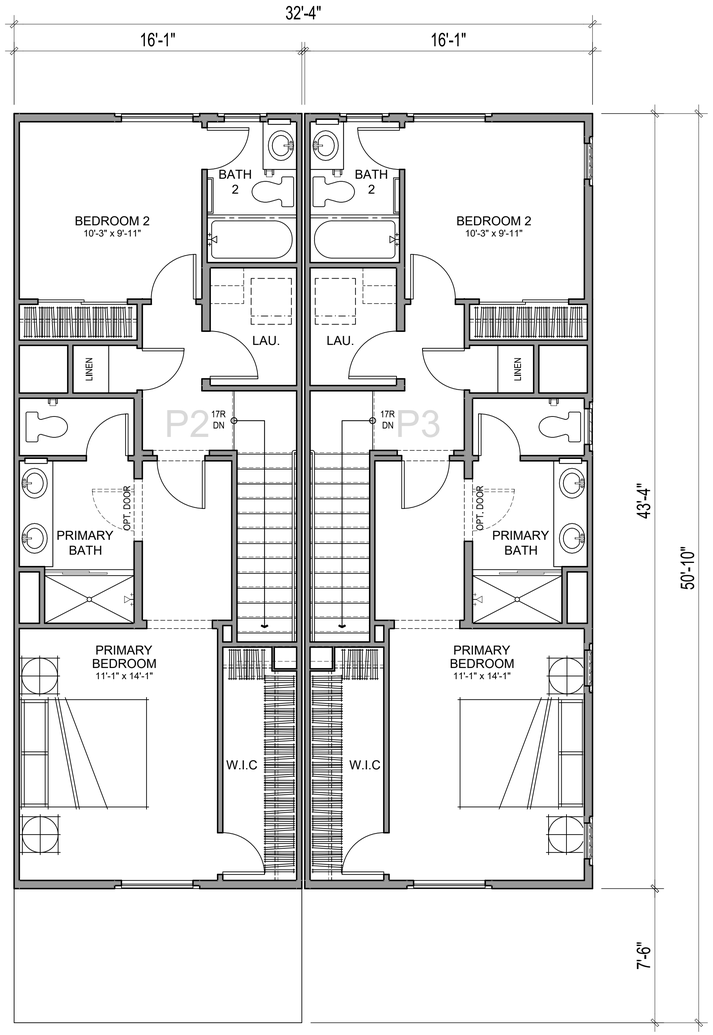
COMPTON & CENTRAL
COMPTON, CA # 2018-0778

Plot Date: August 31, 2021

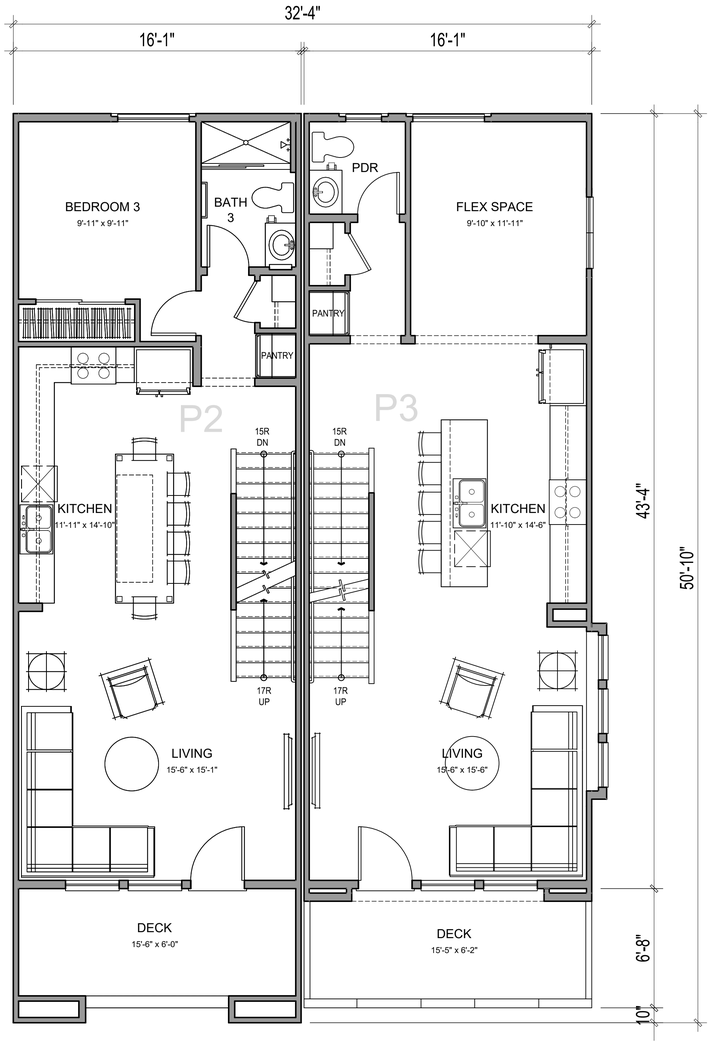
0 2 4 8

PLAN 1 / PLAN 1X

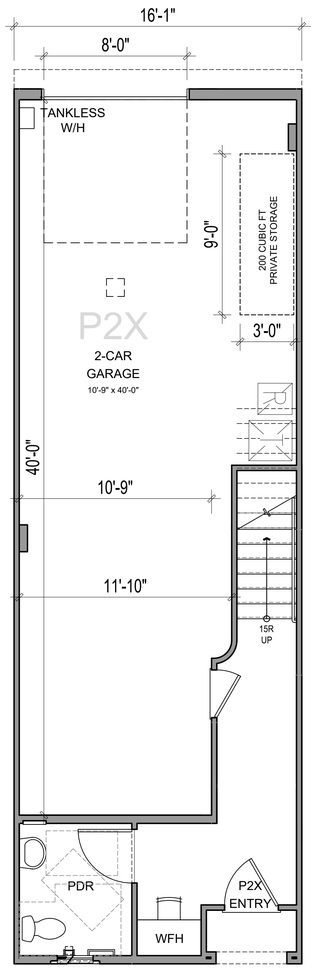
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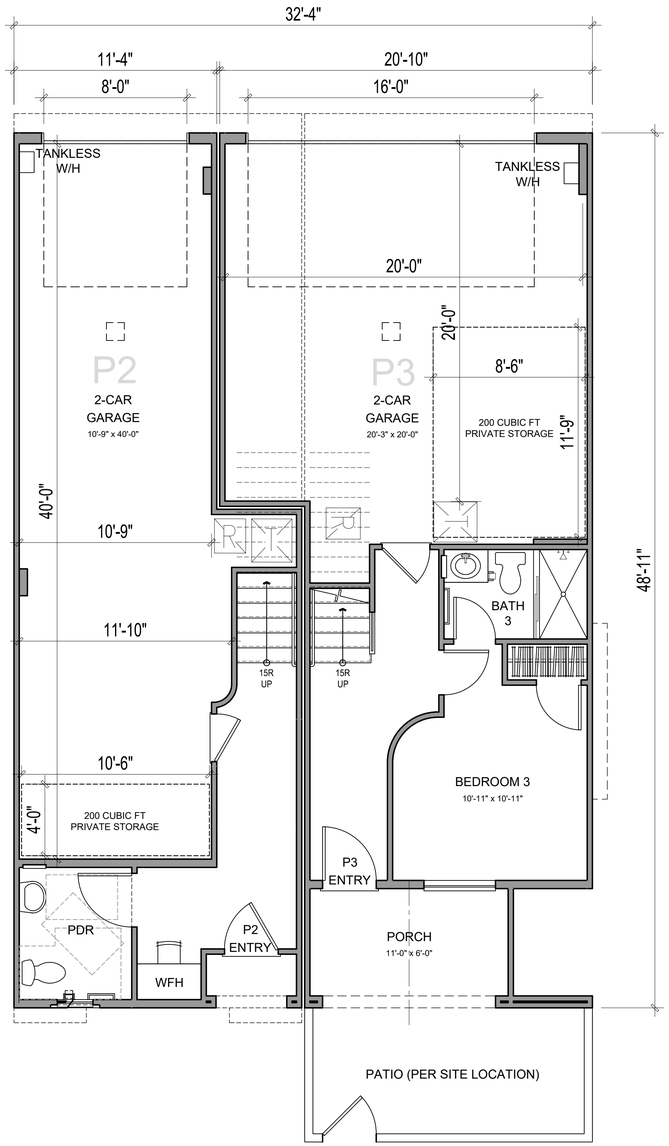


THIRD FLOOR



SECOND FLOOR





FIRST FLOOR

P2X - GROSS AREA	
1ST FLOOR	212 SQ. FT.
2ND FLOOR	697 SQ. FT.
3RD FLOOR	645 SQ. FT.
TOTAL LIVING	1554 SQ. FT.
DECK	107 SQ. FT.
GARAGE	584 SQ. FT.

P2 - GROSS AREA	
1ST FLOOR	212 SQ. FT.
2ND FLOOR	697 SQ. FT.
3RD FLOOR	645 SQ. FT.
TOTAL LIVING	1554 SQ. FT.
DECK	107 SQ. FT.
GARAGE	484 SQ. FT.

P3 - GROSS AREA	
1ST FLOOR	302 SQ. FT.
2ND FLOOR	697 SQ. FT.
3RD FLOOR	645 SQ. FT.
TOTAL LIVING	1644 SQ. FT.
PORCH	78 SQ. FT.
DECK	107 SQ. FT.
GARAGE	477 SQ. FT.

ktgy
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17911 Von Karman Ave,
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Irvine, CA 92614
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The Olson Company
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Seal Beach, California 90740
www.olsonhomes.com

COMPTON & CENTRAL
COMPTON, CA # 2018-0778

Plot Date: August 31, 2021

0 2 4 8

PLAN 2 / PLAN 3

A3.1

Color Scheme 1

STUCCO BODY & FASCIA
ALL FOAM TRIMS
SW 2833 ROYCROFT VELLUM

ENTRY DOORS
SW 6202 CAST IRON

SHUTTERS
SW 6041 OTTER

GARAGE DOOR 1
SW 6145 THATCH BROWN

WOOD CORBELS | WOOD BEAMS | BOX BAYS | GARAGE DOOR 2
SW 6146 UMBER

ALL METALS | RAILINGS
SW 6990 CAVIAR

DOWNSPOUT & GUTTER
MUSKET BROWN



CONCRETE "FLAT" ROOF TILE
EAGLE BUILDING SERIES 4804 ROCKLIN BLEND

Color Scheme 2

STUCCO BODY & FASCIA
ALL FOAM TRIMS
SW 6142 MACADAMIA

ENTRY DOORS
SW 6069 FRENCH ROAST

SHUTTERS
SW 6216 JASPER

GARAGE DOOR 1
SW 6111 COCONUT HUSK

WOOD CORBELS | WOOD BEAMS | BOX BAYS | GARAGE DOOR 2
SW 7545 PIER

ALL METALS | RAILINGS
SW 6990 CAVIAR

DOWNSPOUT & GUTTER
MUSKET BROWN



CONCRETE "FLAT" ROOF TILE
EAGLE BUILDING SERIES 4804 ROCKLIN BLEND

Color Scheme 3

STUCCO BODY & FASCIA
ALL FOAM TRIMS
SW 6154 NACRE

ENTRY DOORS
SW 6160 BEST BRONZE

SHUTTERS
SW 6215 ROCKY RIVER

GARAGE DOOR 1
SW 2843 ROYCROFT BRASS

WOOD CORBELS | WOOD BEAMS | BOX BAYS | GARAGE DOOR 2
SW 6160 BEST BRONZE

ALL METALS | RAILINGS
SW 6990 CAVIAR

DOWNSPOUT & GUTTER
MUSKET BROWN



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EAGLE BUILDING SERIES 4804 ROCKLIN BLEND

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COMPTON & CENTRAL
COMPTON, CA # 2018-0078

JUNE 1, 2021

ALL STUCCO TO BE 16/20 SAND FINISH
ALL PAINT TO BE SHERWIN WILLIAMS
(DUE TO VARIATIONS IN COLOR PRINTERS, SEE PAINT CHIPS FOR ACTUAL COLORS)

COLOR & MATERIALS BOARD



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	1
	Focal	Magnolia g. 'Little Gem' (L. Gem Magnolia)	Single	36" Box	Medium	7
	Canopy Deciduous	Platanus racemosa (California Sycamore)	Single	24" Box	Medium	11
	Street	Tristania conferta (Brisbane Box)	Single	24" Box	Medium	6
	Evergreen Flowering	Arbutus unedo (Strawberry Tree)	Multi	24" Box	Low	14
	Deciduous Flowering	Lagerstroemia i.xf. 'Arapaho' (Crape Myrtle)	Single	15 Gal	Medium	29
	Medium Evergreen	Geijera parvilflora (Australian Willow) Rhus lancea (African Sumac)	Single	24" Box	Low	21
	Columnar	Podocarpus macrophyllus 'Maki' (Yew Pine)	Single	15 Gal	Low	14
					TOTAL =	103

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.

LEGEND

1. Central community open space area see Enlargement sheet L3.
2. Pocket park with tot-lot, shade structure, picnic tables, Freestanding BBQ and real turf area for small gathering. See Enlargement, sheet L-3
3. Five community cluster mailboxes, per USPS review and approval.
4. Proposed wall, pilaster, gate or fence, per Wall & Fence Plan.
5. Main vehicular entry with swing gates (with Knox box), median visitor kiosk, & enhanced paving.
6. Proposed tree, per Planting Plan.
7. 4' wide community natural colored concrete sidewalk, with light top-cast finish and saw-cut joints.
8. 4'-5' wide pedestrian walk intersection node, integral colored concrete, with light top-cast finish.
9. Accessible parking stall and striping, per Civil plans.
10. Guest parking stall.
11. Natural colored concrete driveway, with light broom finish and tooled joints.
12. Private patio, homeowner maintained.
13. Common area landscape, builder installed and HOA maintained.
14. Community dog bag station (black in color), for pet owners.
15. Property line.
16. Public street R.O.W.
17. Proposed public street sidewalk, per Civil plans.
18. Transformer to be screened with landscape, quantity and final locations to be determined.
19. Short-term bike parking. (2 spaces)
20. Courtyard paseos with specimen tree and Adirondacks. See enlargement L3-sheet

0 15' 30' 60'
Scale: 1" = 30'

Schematic Landscape Plan

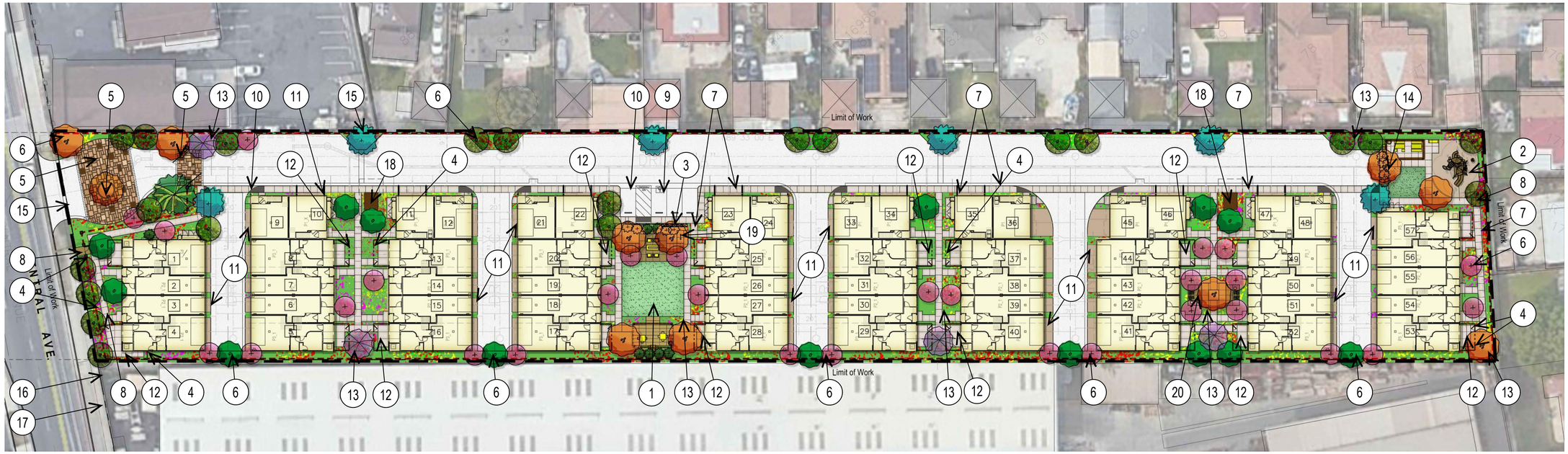
The Olson Company

3rd City Submittal | Project No.: TOC56
Date: Sept. 02, 2021

L-1

Compton-149th St.

studio PAD Landscape Architecture
23276 S. Pointe Drive (Ste 103)
Laguna Hills, CA. 92653 (www.studio-PAD.com)



LEGEND

1. Central community open space area with shade structure, See Enlargement sheet L3.
2. Pocket park with tot-lot, shade structure, picnic tables, Freestanding BBQ and real turf area for small gathering. See Enlargement sheet L3.
3. Five community cluster mailboxes, per USPS review and approval.
4. Proposed wall, pilaster, gate or fence, per Wall & Fence Plan.
5. Main vehicular entry with swing gates (with Knox box), median visitor kiosk, & enhanced paving.
6. Proposed tree, per Planting Plan.
7. 4' wide community natural colored concrete sidewalk, with light top-cast finish and saw-cut joints.
8. 4'-5' wide pedestrian walk intersection node, integral colored concrete, with light top-cast finish.
9. Accessible parking stall and striping, per Civil plans.
10. Guest parking stall.
11. Natural colored concrete driveway, with light broom finish and tooled joints.
12. Private patio, homeowner maintained.
13. Common area landscape, builder installed and HOA maintained.
14. Community dog bag station (black in color), for pet owners.
15. Property line.
16. Public street R.O.W.
17. Proposed public street sidewalk, per Civil plans.
18. Transformer to be screened with landscape, quantity and final locations to be determined.
19. Short-term bike parking. (2 spaces)
20. Courtyard paseos with specimen tree and Adirondacks. See Enlargement sheet L3.


5


6


3


6


19

*Conceptual images (provided herein are conceptual and subject to change)

0 15' 30' 60'
Scale: 1" = 30'

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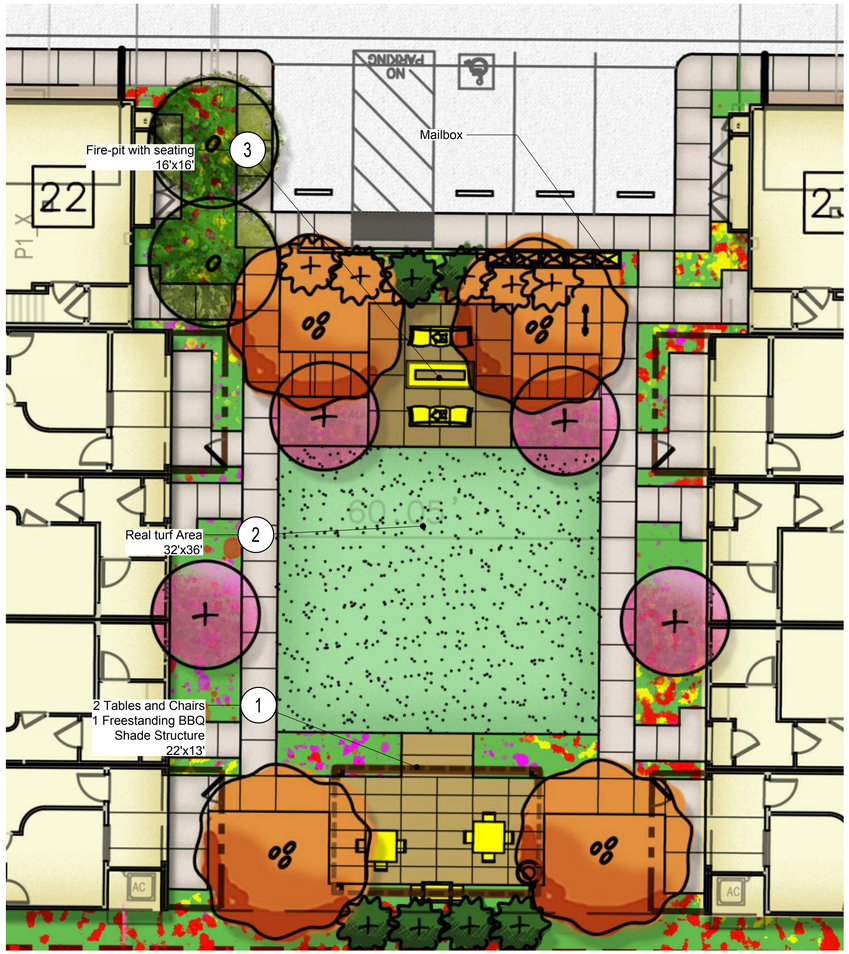
Schematic Landscape Plan (Rendered)

3rd City Submittal | Project No.: TOC56
Date: Sept. 02, 2021

L-2

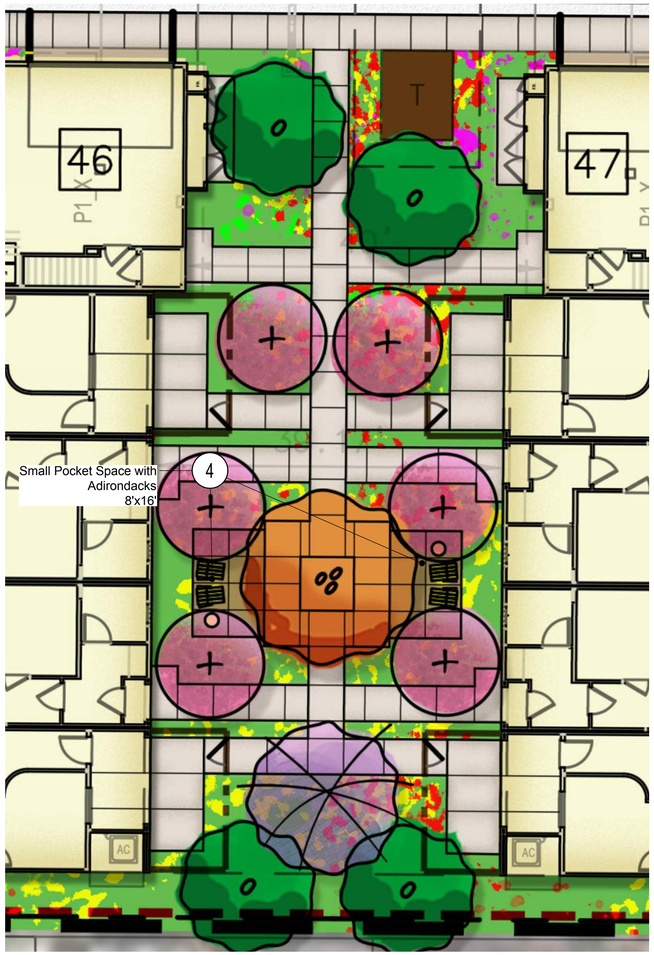
Compton-149th St.

studio PAD
Landscape Architecture



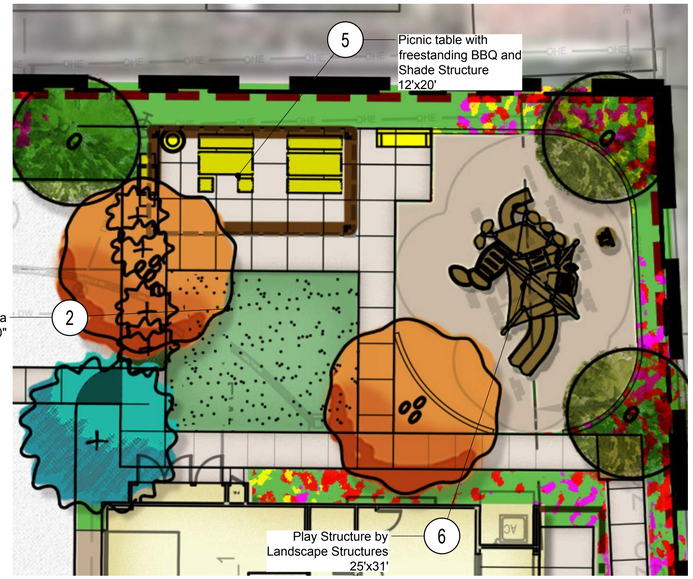
Central Community Open Space

Scale: 1" = 1/8'



Courtyard Paseos

Scale: 1" = 1/8'



East Tot-lot Pocket Park

Scale: 1" = 1/8'









*Conceptual images (provided herein are conceptual and subject to change)

Schematic Open Space Enlargement Plan

0 4' 8' 16'

Scale: 1/8" = 1'-0"

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Date: Sept. 02, 2021

L-3

Compton-149th St.

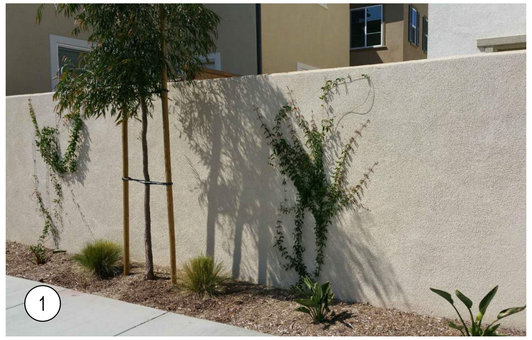
studio PAD Landscape Architecture
23276 S. Pointe Drive (Ste 103)
Laguna Hills, CA. 92653 (www.studio-PAD.com)

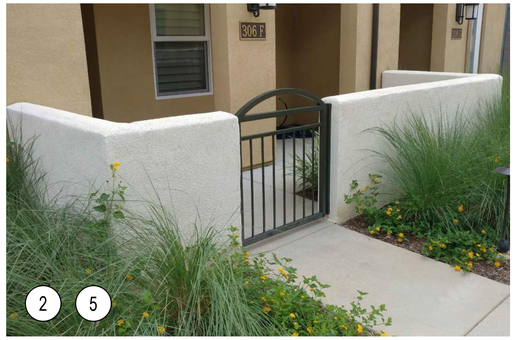


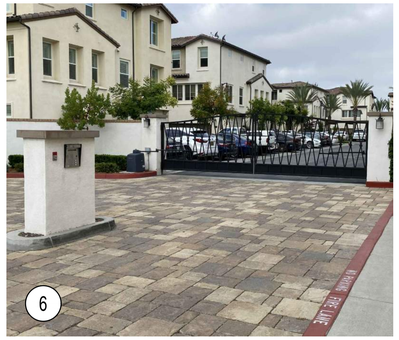
WALL, FENCE & GATE LEGEND

1. 5'-9" High stucco over CMU wall, with flat stucco cap.
2. 3'-6" High stucco over CMU wall, with flat stucco Cap.
3. 6'-0" High (18" sq.) stucco over CMU pilaster with stucco cap.
4. 5'-6" High metal pedestrian gate.
5. 3'-6" High metal patio gate.
6. ±6'-0" High metal vehicular gates.

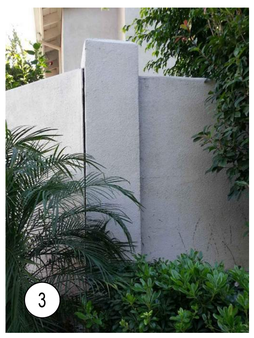
ADA Path of Travel


1


2 5


6


4


3

*Conceptual images (provided herein are conceptual and subject to change)

See Details on other sheets.

Schematic Wall Plan

0 15' 30' 60'
Scale: 1" = 30'

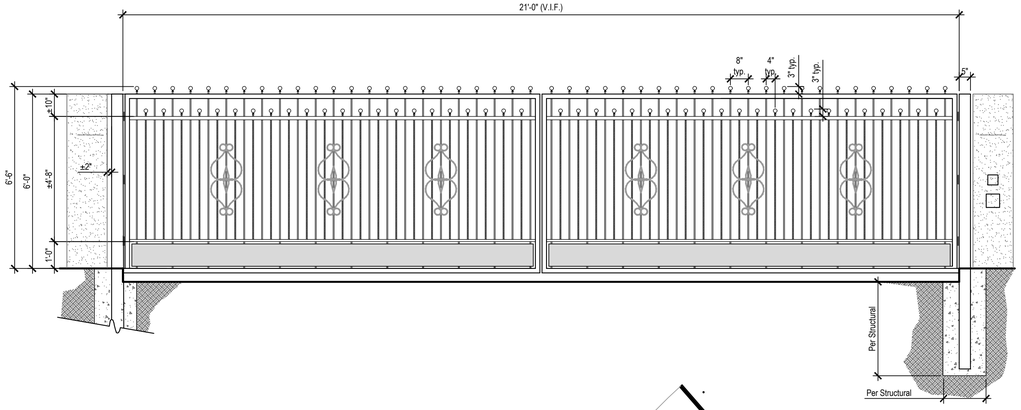
The Olson Company

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Date: Sept. 02, 2021

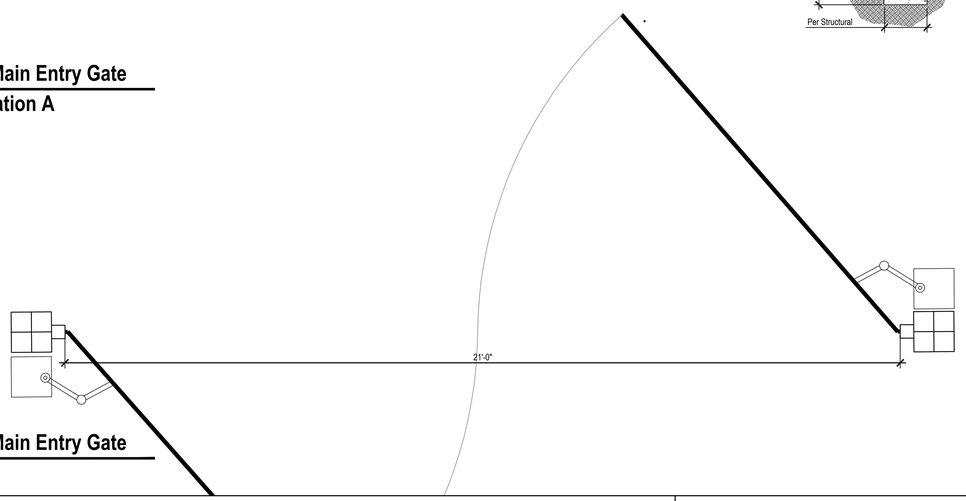
L-4

Compton-149th St.

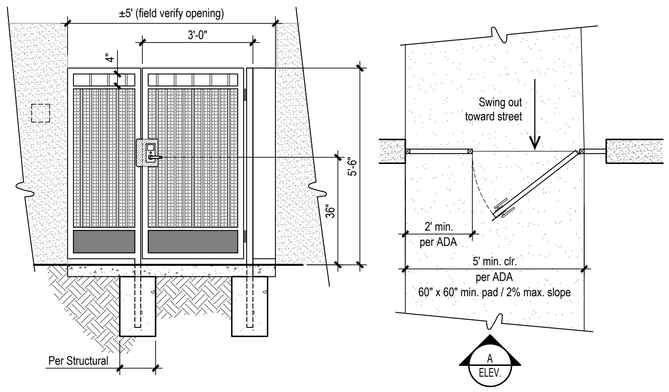
studio PAD Landscape Architecture
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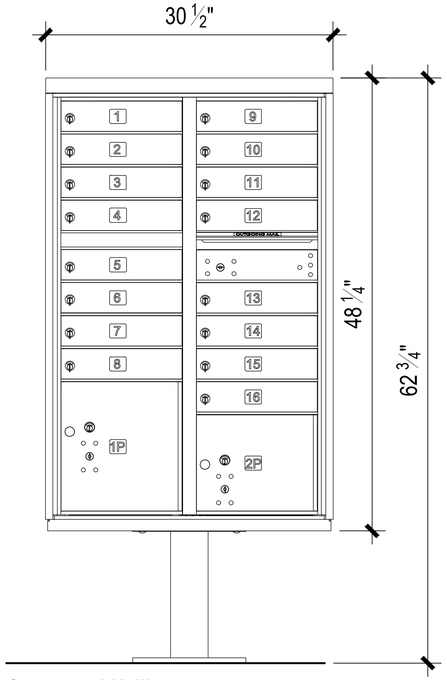
Conceptual Main Entry Gate
Section/Elevation A



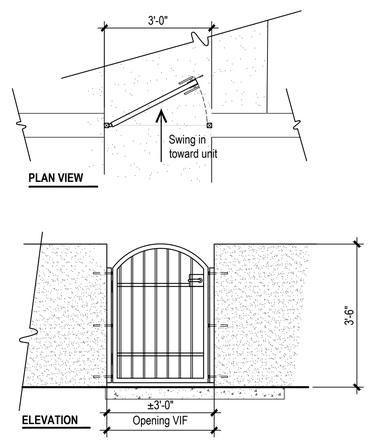
Conceptual Main Entry Gate
Plan View



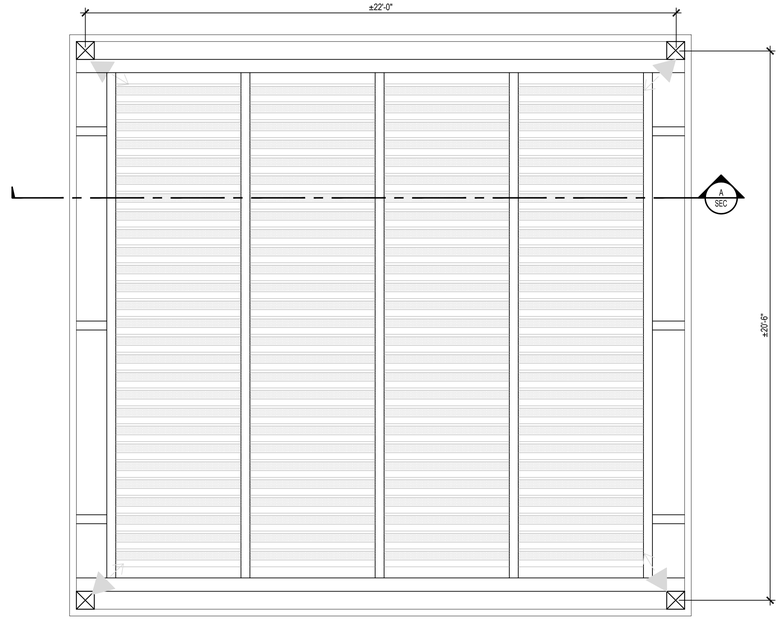
Conceptual Pedestrian Gate
Section/Plan View



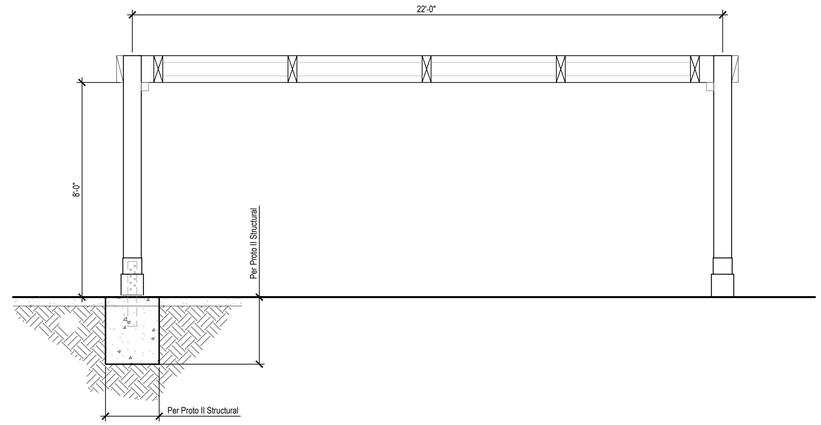
Conceptual Mailbox
Elevation



Conceptual Patio Gate/Wall
Section/Elevation



Conceptual Shade Structure
Plan View



Conceptual Shade Structure
Elevation

Schematic Elevations

The Olson Company

3rd City Submittal | Project No.: TOC56
Date: Sept. 02, 2021

L-5

Compton-149th St.

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LIGHTING SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
	SVE-3 - Pole Light Area Pole Light, HID - Direct Lighting Sales, Model San Vicente #SVE-3 Cast Aluminum, Textured Bronze, RA21 Radius Lamp: Per Elec. Eng., Per Elec. Eng., Per Elec. Eng. Accessories: On DBC-1 Base & 10' round pole.	12
	Shade Structure Downlight - Kichler model #16017AZT27 Cast Aluminum, Textured Architectural Bronze, Surface Mounted Bracket Lamp: LED, 5.25 W-12W, 2700K Warm White	8
	Tree uplight, Staked - Kichler model VLO #16016-16020 Order #16019AZT27 (35Flood) Cast aluminum, Textured Architectural Bronze, Staked Lamp: LED, 5.25 W-12W, 2700K Warm White	18
T	Low-voltage transformer - Kichler model #15PR300 SS Cast Aluminum, Stainless Steel, Wall, Install with Mechanical Transformer Timer (#15507BK & Plug-In Transformer Remote Photocell (#15534K). 300W	2
	Exterior Electrical GFI Outlet Cast Aluminum, Textured Architectural Bronze, Wall	3
	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.	11









0 15' 30' 60'

Scale: 1" = 30'

Schematic Lighting Plan

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Date: Sept. 02, 2021

L-6

Compton-149th St.

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COMMON/PRIVATE OPEN SPACE LEGEND

SYMBOL	NOTES	PROVIDED AREA	REQUIRED AREA
	COMMON OPEN SPACE #1	2,681 sf	
	COMMON OPEN SPACE - REC AREA #2	5,015 sf	
	COMMON OPEN SPACE #3	1,856 sf	
	COMMON OPEN SPACE - COURTYARD AREA #4	3,227 sf	
	COMMON OPEN SPACE - TOT-LOT AREA #5	2,686 sf	
	COMMON OTHER LANDSCAPE - HOA MAINTAINED	13,190 sf	
	TOTAL COMMON OPEN SPACE AREA:	**28,655 sf (26%)**	min. 25% of the site (111,000 sf) 27,750 sf
	PRIVATE OPEN SPACE - PATIO	2,627 sf	
	PRIVATE OPEN SPACE - DECKS & INTERIOR PATIOS (PROVIDED BY ARCHITECT)	7,323 sf	
	TOTAL PRIVATE OPEN SPACE AREA:	**9,950 sf (175SF/UNIT)**	min. 100 SF/UNIT of (57 units) 5,700 sf
	TOTAL COMMON/PRIVATE O.S. AREA:	**38,605 sf**	

Schematic Open Space Plan

0 15' 30' 60'

Scale: 1" = 30'

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Date: Sept. 02, 2021

L-7

Compton-149th St.

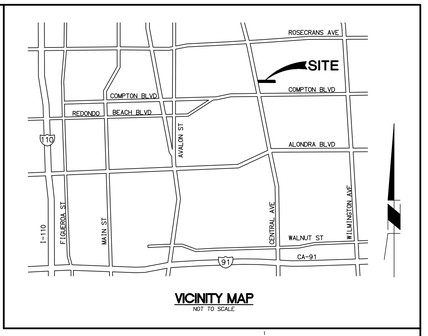
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TENTATIVE TRACT MAP NO. 83433

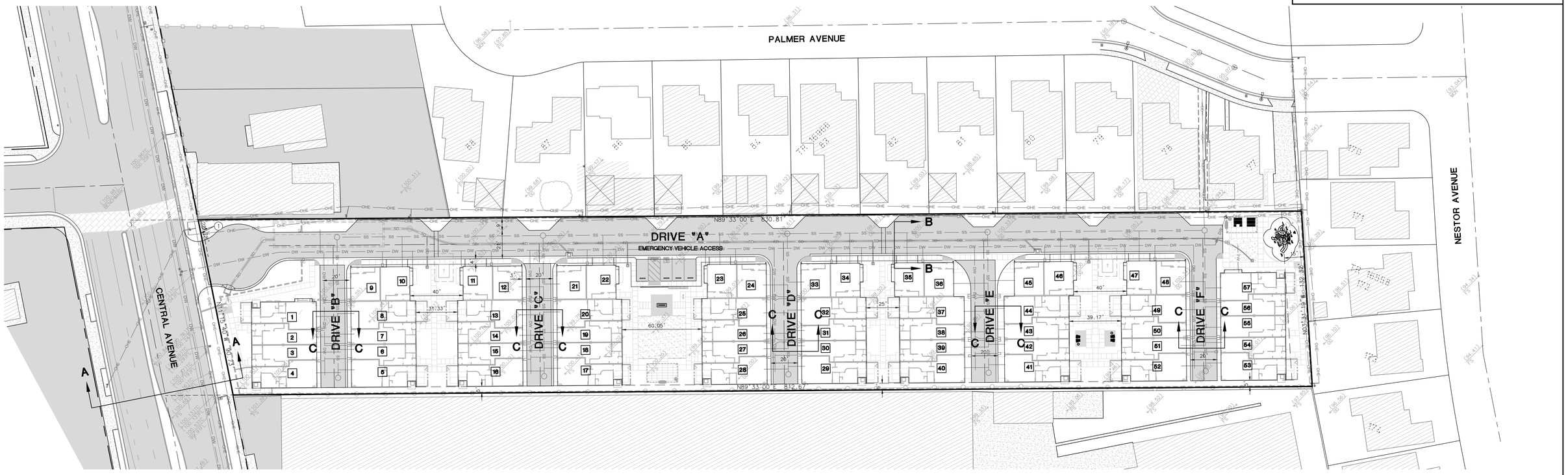
FOR CONDOMINIUM PURPOSES

IN THE CITY OF COMPTON
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

BEING A SUBDIVISION OF PORTIONS 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



VICINITY MAP
NOT TO SCALE



PUBLIC RIGHT-OF-WAY
100'
50' 50'
10' 40' 38' 12'
7'
PROPOSED 8' BLOCK WALL
EXISTING CURB & GUTTER
EXISTING AC PAVEMENT
EXISTING CURB & GUTTER
PROPOSED SIDEWALK

CENTRAL AVENUE SECTION
SECTION A-A N.T.S.

PUBLIC UTILITY & ACCESS EASEMENT
27.5'
3' 21' 4.5'
VARIES 1%-3%
PROPOSED 6" CURB
PROPOSED AC PAVEMENT
PROPOSED 6" CURB & GUTTER (3" WEDGE CURB & GUTTER AT DRIVEWAYS)
PROPOSED SIDEWALK

DRIVE "A" (PRIVATE) SECTION
SECTION B-B N.T.S.

PUBLIC UTILITY & ACCESS EASEMENT
26'
3' 20' 3'
VARIES 1%-3%
PROPOSED 3" WEDGE CURB & GUTTER
PROPOSED AC PAVEMENT
PROPOSED 1" CURB

DRIVEWAY "B" – "F" (PRIVATE) SECTION
SECTION C-C 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
- VAULT 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
- SS EX SEWER LINE
- 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 WOOD FENCE
- EX BLOCK WALL
- EX RETAINING WALL
- EX CURB AND GUTTER
- EX STRIPING
- EX SLOPE
- EX CONCRETE
- EX BUILDING
- EX ASPHALT
- EX DECORATIVE PAVERS

- 1 PR UNIT NUMBER
- PL 2 PR PLAN NUMBER
- PR CURB
- PR EDGE OF PAVEMENT
- SS PR SEWER LINE
- DW PR DOMESTIC WATER LINE
- SD PR STORM DRAIN LINE
- PR IRON FENCE
- PR BLOCK WALL
- PR 2: 1 SLOPE
- PR TRANSFORMER

GENERAL NOTES

1. EXISTING LAND USE: GENERAL COMMERCIAL
2. PROPOSED LAND USE: 57 TOWNHOMES (D) PLANNED DEVELOPMENT
3. EXISTING ZONING (CL) LIMITED COMMERCIAL
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'S PARCEL NUMBER: 6143-011-903, 6143-011-902, 6143-011-018
15. PARKING PROVIDED: 114 ENCLOSED (2 PER UNIT IN GARAGE)
    21 GUEST PARKING
16. ALL OPEN SPACE AREAS, DRIVEWAYS, PRIVATE STREETS AND TRACTS WILL BE MAINTAINED BY THE HOA.

LEGAL DESCRIPTION

LEGAL DESCRIPTION: REAL PROPERTY IN THE CITY OF COMPTON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL 1: (APN: 6143-011-902 AND 6143-011-903)
THE SOUTH 132 FEET OF THE 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 THE NORTHWEST CORNER OF THE LAND CONVEYED TO FRED C. BURLINGAME, BY DEED RECORDED IN BOOK 66, PAGE 597 OF DEEDS AND IN BOOK 145, PAGE 551 OF DEEDS;
THENCE NORTH 89° 43' EAST ALONG THE NORTH LINE OF SAID LAND SO CONVEYED 853 FEET TO THE NORTHEAST CORNER THEREOF;
THENCE NORTH 03° 09' WEST ALONG THE EAST LINE OF THE LAND CONVEYED TO NAPOLEON GUAY, BY DEED RECORDED IN BOOK 2140, PAGE 127 OF DEEDS, 437.34 FEET;
THENCE SOUTH 89° 43' WEST 913.27 FEET TO THE WEST LINE OF SAID BLOCK "I";
THENCE SOUTH 10° 56' EAST ALONG SAID WEST LINE, 443 FEET TO THE POINT OF BEGINNING.
EXCEPT THEREFROM THAT PORTION OF SAID LAND INCLUDED IN CENTRAL AVENUE.
ALSO EXCEPT THEREFROM AN UNDIVIDED FIVE SIXTHS INTEREST IN A WELL SITE UPON SAID LAND, SAID WELL SITE BEING DESCRIBED AS FOLLOWS:
BEGINNING AT THE SOUTHWEST CORNER OF SAID LAND;
THENCE NORTH 10° 56' WEST ALONG THE WEST LINE THEREOF 85 FEET;
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' 30" WEST 30 FEET TO THE POINT OF BEGINNING.

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.

EXISTING EASEMENTS

(1) AN EASEMENT FOR POLE LINES AND INCIDENTAL PURPOSES, RECORDED JUNE 28, 1934 AS BOOK 12770, PAGE 240 OF OFFICIAL RECORDS.
IN FAVOR OF:
AFFECTS: SAID LAND

BENCHMARK:

SPIKE AND WASHER IN THE CENTERLINE OF CENTRAL AVENUE AND EAST 149TH STREET

ELEV = 100.98

BASIS OF BEARINGS:

CENTERLINE OF CENTRAL AVENUE AS SHOWN ON TRACT NO. 16966 RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES IN BK 395 PG 20 BEING N 11°56'40" W

PROPERTY ADDRESS:

14904 SOUTH CENTRAL AVENUE
COMPTON, CA 90220

ASSESSOR PARCEL NUMBER:

APN: 6143-011-903
6143-011-902
6143-011-018

PROPOSED LOT AREA:

LOT	GROSS AND NET AREA (SF)	(AC)
1	108,123	2.482

DENSITY CALCULATIONS:

PROPOSED TOWNHOMES: 57 UNITS
NET AREA: 2.482 AC
PROPOSED DENSITY: 23 DU/AC

SCALE 1"=30'

30 15 0 30 60 90
SCALE: 1"=30'

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 06.03.2021
RCE 68795 EXP: 9/30/21

REGISTERED PROFESSIONAL ENGINEER
R. STEVEN AUSTIN
No. 68795
Exp. 9-30-2021
CIVIL
STATE OF CALIFORNIA

SCALE: 1" = 30'
DATE: 04/08/2021
GROSS AREA: +/- 2.482 AC
CONTOURS: 1 FOOT
TOTAL LOTS: 1 NUMBERED
0 LETTERED
TOTAL UNITS: 57 TOWNHOMES

TENTATIVE TRACT MAP NO. 83433

FOR CONDOMINIUM PURPOSES

SHEET 1 OF 1

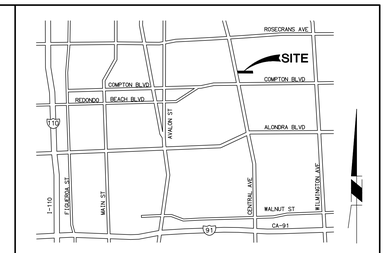
PRINTED: 06.03.2021

GRADING FOR TENTATIVE TRACT MAP NO. 83433

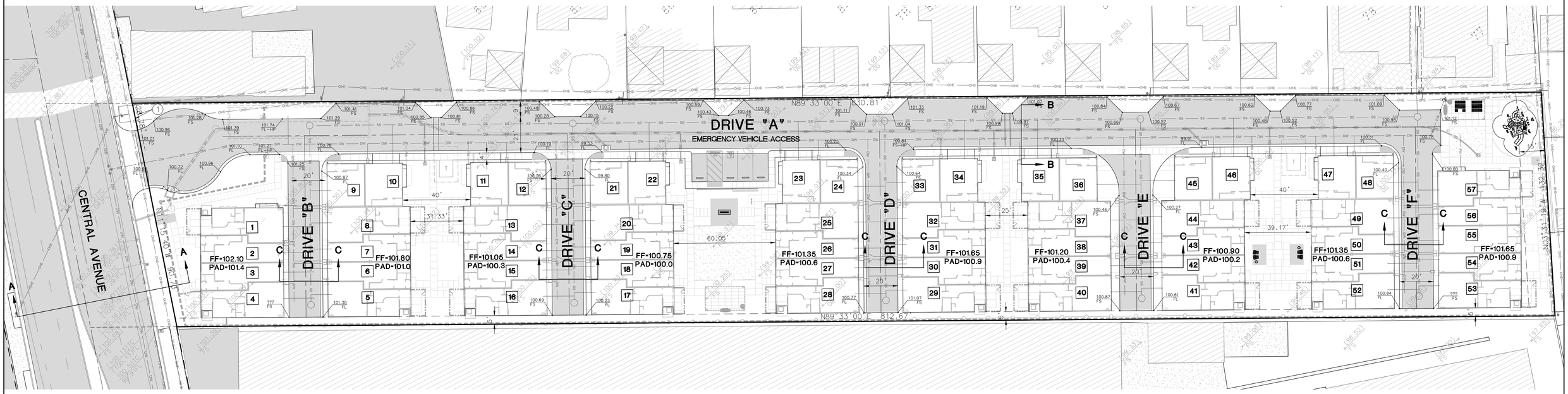
FOR CONDOMINIUM PURPOSES

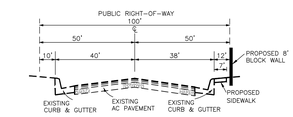
IN THE CITY OF COMPTON
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

BEING A SUBDIVISION OF PORTIONS 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

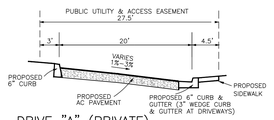


VICINITY MAP
NOT TO SCALE

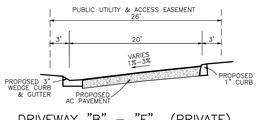




CENTRAL AVENUE
SECTION SECTION A-A N.T.S.



DRIVE "A" (PRIVATE)
SECTION SECTION B-B N.T.S.



DRIVEWAY "B" – "F" (PRIVATE)
SECTION SECTION C-C 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 WOOD FENCE
- EX BLOCK WALL
- EX RETAINING WALL
- EX CURB AND GUTTER
- EX STRIPING
- EX SLOPE
- EX CONCRETE
- EX BUILDING
- EX ASPHALT
- EX DECORATIVE PAVERS

- PR UNIT NUMBER
- PL 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
- PR TRANSFORMER

GENERAL NOTES

1. EXISTING LAND USE: GENERAL COMMERCIAL
2. PROPOSED LAND USE: 57 TOWNHOMES (D) PLANNED DEVELOPMENT
3. EXISTING ZONING: (CL) LIMITED COMMERCIAL
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 06037C795F EFFECTIVE 9/26/2008
14. ASSESSOR'S PARCEL NUMBER 6143-011-903, 6143-011-902, 6143-011-018
15. PARKING PROVIDED: 114 ENCLOSED (2 PER UNIT IN GARAGE)
    21 GUEST PARKING
16. ALL OPEN SPACE AREAS, DRIVEWAYS, PRIVATE STREETS AND TRACTS WILL BE MAINTAINED BY THE HOA.

LEGAL DESCRIPTION

LEGAL DESCRIPTION: REAL PROPERTY IN THE CITY OF COMPTON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:
PARCEL 1: (APN: 6143-011-902 AND 6143-011-903)
THE SOUTH 132 FEET OF THE 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 THE NORTHWEST CORNER OF THE LAND CONVEYED TO FRED C. BURLINGAME, BY DEED RECORDED IN BOOK 66, PAGE 597 OF DEEDS AND IN BOOK 145, PAGE 551 OF DEEDS;
THENCE NORTH 89° 43' EAST ALONG THE NORTH LINE OF SAID LAND SO CONVEYED 853 FEET TO THE NORTHEAST CORNER THEREOF;
THENCE NORTH 03° 09' WEST ALONG THE EAST LINE OF THE LAND CONVEYED TO NAPOLEON GUAY, BY DEED RECORDED IN BOOK 2140, PAGE 127 OF DEEDS, 437.34 FEET;
THENCE SOUTH 89° 43' WEST 913.27 FEET TO THE WEST LINE OF SAID BLOCK "I";
THENCE SOUTH 10° 56' EAST ALONG SAID WEST LINE, 443 FEET TO THE POINT OF BEGINNING.
EXCEPT THEREFROM THAT PORTION OF SAID LAND INCLUDED IN CENTRAL AVENUE.
ALSO EXCEPT THEREFROM AN UNDIVIDED FIVE SIXTHS INTEREST IN A WELL SITE UPON SAID LAND, SAID WELL SITE BEING DESCRIBED AS FOLLOWS:
BEGINNING AT THE SOUTHWEST CORNER OF SAID LAND;
THENCE NORTH 10° 56' WEST ALONG THE WEST LINE THEREOF 85 FEET;
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' 30" WEST 30 FEET TO THE POINT OF BEGINNING.
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.

EXISTING EASEMENTS

1. AN EASEMENT FOR POLE LINES AND INCIDENTAL PURPOSES, RECORDED JUNE 28, 1934 AS BOOK 12770, PAGE 240 OF OFFICIAL RECORDS.
   IN FAVOR OF:
   AFFECTS: SAID LAND

BENCHMARK:

SPIKE AND WASHER IN THE CENTERLINE OF CENTRAL AVENUE AND EAST 149TH STREET

ELEV = 100.98

BASIS OF BEARINGS:

CENTERLINE OF CENTRAL AVENUE AS SHOWN ON TRACT NO. 16966 RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES IN BK 395 PG 20 BEING N 11°54'0" W

PROPERTY ADDRESS:

14904 SOUTH CENTRAL AVENUE
COMPTON, CA 90220

ASSESSOR PARCEL NUMBER:

APN: 6143-011-903
6143-011-902
6143-011-018

PROPOSED LOT AREA:

	GROSS AND NET AREA	
LOT	(SF)	(AC)
1	108,123	2.482

DENSITY CALCULATIONS:

PROPOSED TOWNHOMES: 57 UNITS
NET AREA: 2.482 AC
PROPOSED DENSITY: 23 DU/AC

SCALE 1"=20'

20 10 0 20 40 60
SCALE: 1"=20'

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 — 04.08.2021
RCE 68795 EXP: 9/30/21 — DATE

REGISTERED PROFESSIONAL ENGINEER
R. STEVEN AUSTIN
No. 68795
Exp 9-30-2021
Civil
STATE OF CALIFORNIA

SCALE: 1" = 30'
DATE: 04/08/2021
GROSS AREA: +/- 2.482 AC
CONTOURS: 1 FOOT
TOTAL LOTS: 1 NUMBERED
0 LETTERED
TOTAL UNITS: 57 TOWNHOMES

GRADING FOR TENTATIVE TRACT MAP NO. 83433

FOR CONDOMINIUM PURPOSES

SHEET 1 OF 1

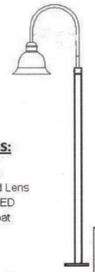
PRINTED: 04.08.2021

LIGHT FIXTURE CUT-SHEETS

A&M Sculptured Metals

VC-2517 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

Estd. 1972 — A&M Sculptured Metals — 1781 N. Indiana St. Los Angeles, CA 90063 — 323.263.2221 — amsculpturedmetals.com

MANHATTAN

2230OZ-LED

SMALL WALL MOUNT LANTERN

Manhattan is a classic update to the traditional train station lantern. The hand-painted Oil Rubbed Bronze finish complements the clean lines of its durable die cast construction.



DETAILS	
FINISH:	Oil Rubbed Bronze
MATERIAL:	Aluminum
GLASS:	Etched Seedy

DIMENSIONS	
WIDTH:	7.3"
HEIGHT:	11.5"
WEIGHT:	4 lbs.
BACK PLATE:	4.5"W X 6"H
EXTENSION:	8"
TOP TO OUTLET:	2.5"

LIGHT SOURCE	
LIGHT SOURCE:	Integrated LED
LED NAME:	LESM-100-3
WATTAGE:	14w LED *Included
VOLTAGE:	120v
COLOR TEMP:	3000
LUMENS:	950
CRI:	92
INCANDESCENT EQUIVALENCY:	1-75w
DIMMABLE:	Yes - CL Type Dimmer (SSL7A)

SHIPPING	
CARTON LENGTH:	10.8"
CARTON WIDTH:	9.5"
CARTON HEIGHT:	16"
CARTON WEIGHT:	5 lbs.

PRODUCT DETAILS:

- Suitable for use in wet (interior direct splash and outdoor direct rain or sprinkler) ocations as defined by NEC and CEC. Meets United States UL Underwriters Laboratories & CSA Canadian Standards Association Product Safety Standards.
- Meets California Energy Commission 2016 Title regulations/JA8
- 2 year finish warranty
- LED components carry a 5-year limited warranty
- Streamlined forms, robust finishes and symmetrical details complement Craftsmar facades
- Bold and robust dark bronze finish
- Please refer to Hinkley's Warranty for complete product warranty details; some warranty limitations may apply.

HINKLEY

HINKLEY
3000 Pin Oak Parkway
Avon Lake, OH 44012

PHONE: (440) 653-5500
Toll Free: 1 (800) 446-5539

hinkley.com

SOLID STATE AREA LIGHTING

COLONIAL SERIES-LED

PROJECT NAME:

FIXTURE TYPE:

FEATURES

Luminaire
Durable, corrosion resistant, heavy cast low copper aluminum assembly (A356 alloy, <0.2% copper). Minimum wall thickness is .188". Traditional styling of the housing provided with cast aluminum housing top hinges for easy access. All hardware is stainless steel.

V-LED™ Optical Module
Low copper A356 alloy (<.2% copper) cast aluminum housing. Integrated clear tempered 3/16" glass lens sealed with a continuous silicone gasket protects emitters (LED's) and emitter Reflector-Prism optics, and seals the module from water intrusion and environmental contaminants. LED's are available in standard Neutral White (4000K), or optional Cool White (5000K) or Warm White (3000K). Each emitter is optically controlled by a Reflector-Prism injection molded from H12 acrylic (3 types per module; one from 0° - 90°, one from 50° - 65°, one from 65° - 72°). Each Reflector-Prism has indexing pins for aiming and is secured to an optical plate made of matte black anodized aluminum. The optical plate locates every Reflector-Prism over an emitter. Reflector-Prisms are secured to the optical plate with a UV curing adhesive. The Reflector-Prisms are arrayed to produce IES Type II, III, IV, and V-SQ distributions. The entire V-LED™ Optical Module is field rotatable in 90° increments. Both module and drivers are factory wired using water resistant, insulated cord. Lens, module and drivers are field replaceable.

LED Emitters
High Output LED's are driven at 350mA for nominal 1 Watt output each or 525mA (COL21 and COL18 only) for nominal 1.5 Watt output each. LED's are available in standard Neutral White (4000K), or optional Cool White (5000K) or Warm White (3000K). Consult Factory for other LED options.

LED Driver
UL and CUL recognized High Power Factor, Constant Current LED drivers operate on input voltages from 120-277VAC, 50/60hz. Consult Factory for 347-480VAC. Driver is mechanically fastened to a retaining bracket. Main power quick disconnect provided. Driver has a minimum 4KV of internal surge protection, 10KV & 20KV Surge Protector optional. Dimming and High-Low Driver options available.

Finish
Electrostatically applied TGIC Polyester Powder Coat on substrate prepared with 2C PSI power wash at 140°F. Four step iron phosphate premcatment for protection and paint adhesion. 400°F bake for maximum hardness and durability. Texture finish is standard.



COL

PATENT PENDING

Either supplied for 90° slant 2" x 4" (Nom 4" Square) Tenon

FIXTURE	A	B
COL21-LED	21" (533mm)	36" (914mm)
COL18-LED	18" (457mm)	31" (787mm)
COL12-LED	12" (305mm)	22" (559mm)



COL-PM-LED

PATENT PENDING

FIXTURE	A	B
COL21-PM-LED	21" (533mm)	36" (914mm)
COL18-PM-LED	18" (457mm)	33.5" (851mm)
COL12-PM-LED	12" (305mm)	24" (610mm)

U.S. Pole Co Inc. | 660 West Avenue O, Palmdale, CA 93551 | Phone (661) 272-2800 Fax (661) 272-2801 | www.uspole.com

2021126

SUN VALLEY GROUP

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
⊙	L	X					120	1	LED 24 WATT					LED PEDESTRIAN POLE LIGHT MOUNTED AT +10'-0" A.F.G. PROVIDE HOUSE-SIDE SHIELDING. U.S ARCHITECTURAL LIGHTING #COL12-LED-VPA-SYM-24LED-350mA-NW-120 OR APPROVED EQUIVALENT SELECTED BY OWNER.
⊙	M	X					120	1	LED 60 WATT					LED POLE LIGHT MOUNTED AT +16'-0" A.F.G. PROVIDE HOUSE-SIDE SHIELDING. A&m SCULPTURED METALS #VC-2517 CST. FIXTURE SPECIFIED BY OWNER.
□	J			X			120	-	LED 14 WATT				X	BUILDING EXTERIOR LED WALL SCONCE. LISTED FOR WET LOCATION. HINKLEY LIGHTING "MANHATTAN" #2235OZ-LED. FINISH SELECTED BY OWNER.

Shade Structure Downlight - Kichler mocel #16017AZT27
Cast Aluminum, Textured Architectural Erorze, Surface Mounted Bracket
Lamp: LED, 5.25 W-12W, 2700K Warm White



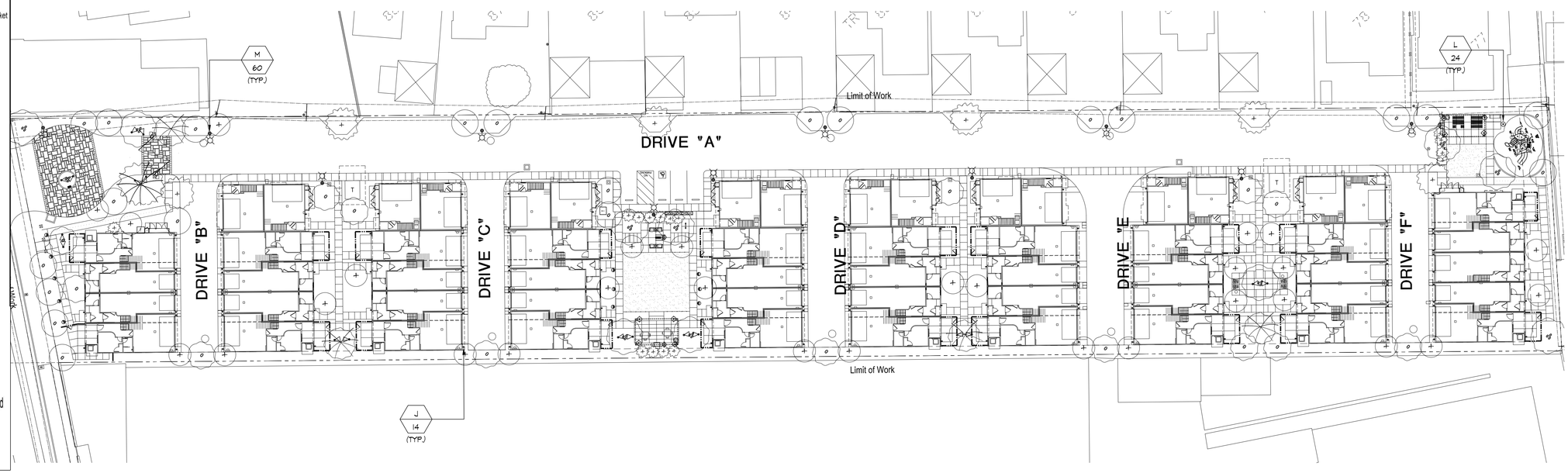
Tree uplight, Staked - Kichler model VLO #16018-16020
Order #16019AZT27 (35Flood)
Cast aluminum, Textured Architectural Bronze, Staked
Lamp: LED, 5.25 W-12W, 2700K Warm White



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.



MicroEmitter



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 - 149TH & CENTRAL

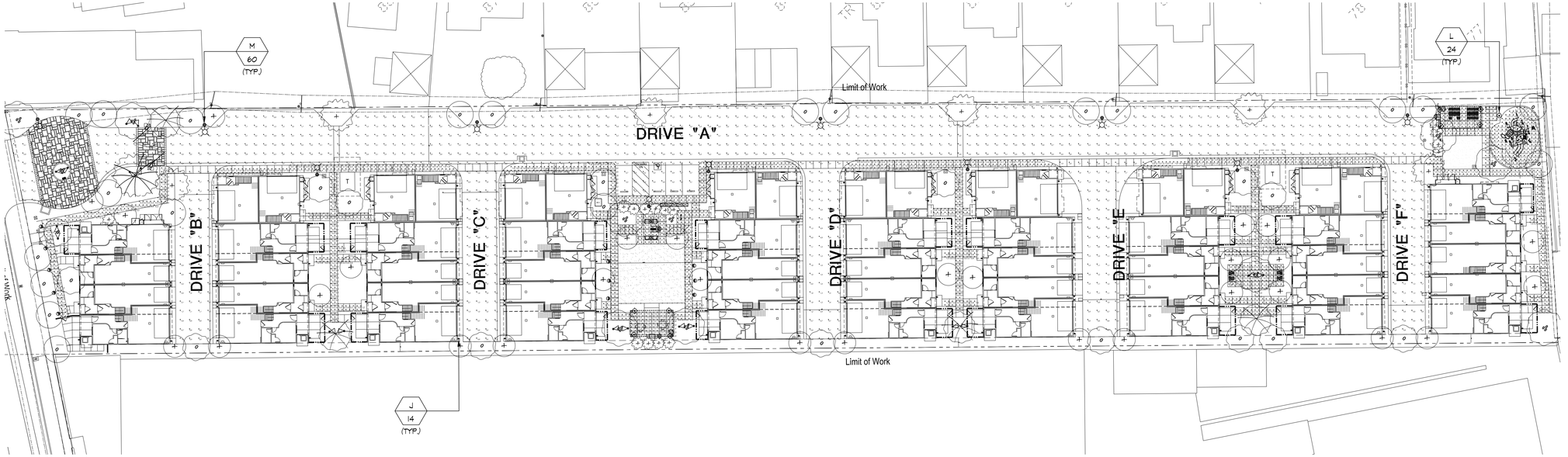
SOUTHWEST GROUP
ENGINEERING CONSULTANTS, INC.
9201 Research Dr. Irvine CA 92618
Tel (949) 387-8989 Fax (949) 387-3993
www.swgengineering.com
CHK. BY: L.H. SWG No. OLS211281

REGISTERED PROFESSIONAL ENGINEER — ROY M. LEE — E14840 EXP. 06/30/23 — ELECTRICAL

3rd City Submittal | OLS211281
Date: Jun. 11, 2021

ES1

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Driveway	+	1.8 fc	4.4 fc	0.1 fc	44.0:1	18.0:1
Seating Area	+	0.2 fc	0.3 fc	0.1 fc	3.0:1	2.0:1
Seating Area #2	+	2.4 fc	5.7 fc	0.3 fc	19.0:1	8.0:1
Tot Lot	+	1.0 fc	1.9 fc	0.2 fc	9.5:1	5.0:1
Trellis	+	1.2 fc	3.3 fc	0.1 fc	33.0:1	12.0:1
Walkway #1	+	0.6 fc	8.8 fc	0.1 fc	88.0:1	6.0:1
Walkway #2	+	1.1 fc	3.0 fc	0.3 fc	10.0:1	3.7:1
Walkway #3	+	1.1 fc	5.3 fc	0.2 fc	26.5:1	5.5:1
Walkway #4	+	1.3 fc	8.1 fc	0.2 fc	40.5:1	6.5:1
Walkway #5	+	1.0 fc	2.2 fc	0.3 fc	7.3:1	3.3:1
Walkway #6	+	0.8 fc	2.9 fc	0.2 fc	14.5:1	4.0:1



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 - 149TH & CENTRAL

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www.swgengineering.com
CHK. BY: L.H. SWG No. OLS211281

REGISTERED PROFESSIONAL ENGINEER
ROY M. LEE
E14840
EXP. 06/30/23
ELECTRICAL
STATE OF CALIFORNIA

3rd City Submittal | OLS211281
Date: Jun. 11, 2021

ES2

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

250 N. Central Avenue

Townhome 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

October 21, 2021

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C. Phase I and II Environmental Site Assessment, 250 North Central Avenue Compton, CA 90220, prepared by Stantec Consulting Services, Inc., July 15, 2020; Additional Phase II Environmental Site Assessment, 250 North Central Avenue Compton, CA 90220, prepared by Stantec Consulting Services, Inc., September 22, 2020.
D. Workplan for LACFD-Directed Site Assessment, 250 North Central Avenue, Compton, California, prepared by Stantec Consulting Services, Inc., August 13, 2021.
E. 149th and Central Residential Development Air Quality & Greenhouse Impact Study, City of Compton", prepared by RK Engineering Group, Inc., June 25, 2021.
F. South Central Coastal Information Center (SCCIC) Records Search, June 9, 2021.
G. "149th and Central Residential Development Noise Impact Study, City of Compton", prepared by RK Engineering Group, Inc., September 16, 2021.
H. "Preliminary LID Plan: Tract No. 83433 (14904 S Central Compton Property), prepared by Advanced Civil Group, Inc., June 14, 2021.

I. "149th and Central Residential Development Traffic Study, City of Compton", prepared by RK Engineering Group, Inc., July 6, 2021.

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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 250 N. Central Residential Project, which consists of a 57 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. GPA 21-002
- Conditional Use Permit 21-009
- Conditional Use Permit 21-010
- Tentative Tract Condominium Map 83433, Case No. 21-002

This Initial Study finds with the imposition of mitigation measures related to Cultural Resources, Hazards and Hazardous Materials, Noise, 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 250 N. 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 250 N. 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

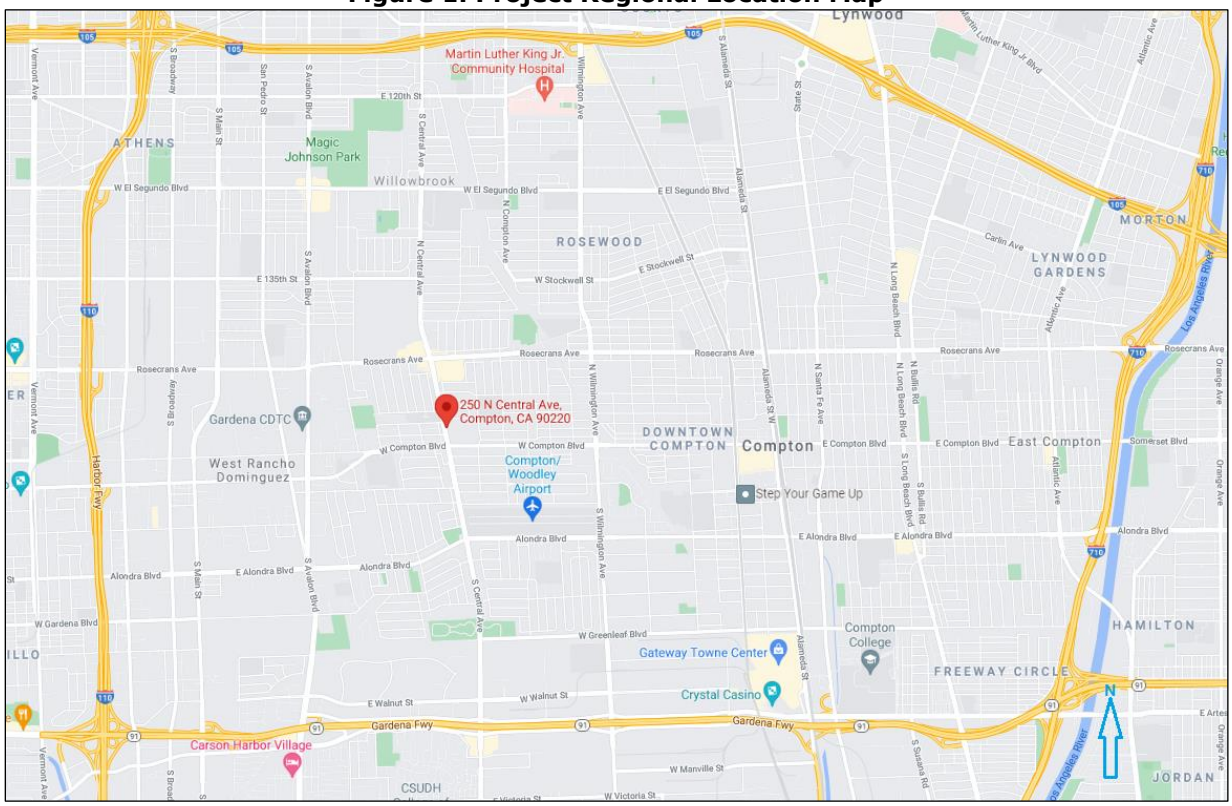
Robert Delgadillo, Senior Planner
Community Development Department
205 S. Willowbrook Avenue
Compton, CA 90220
Phone: (310) 605-5526; Email: rdelgadillo@comptoncity.org

2.4 PROJECT LOCATION

Regionally, the Project site consists of approximately 2.55 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.)

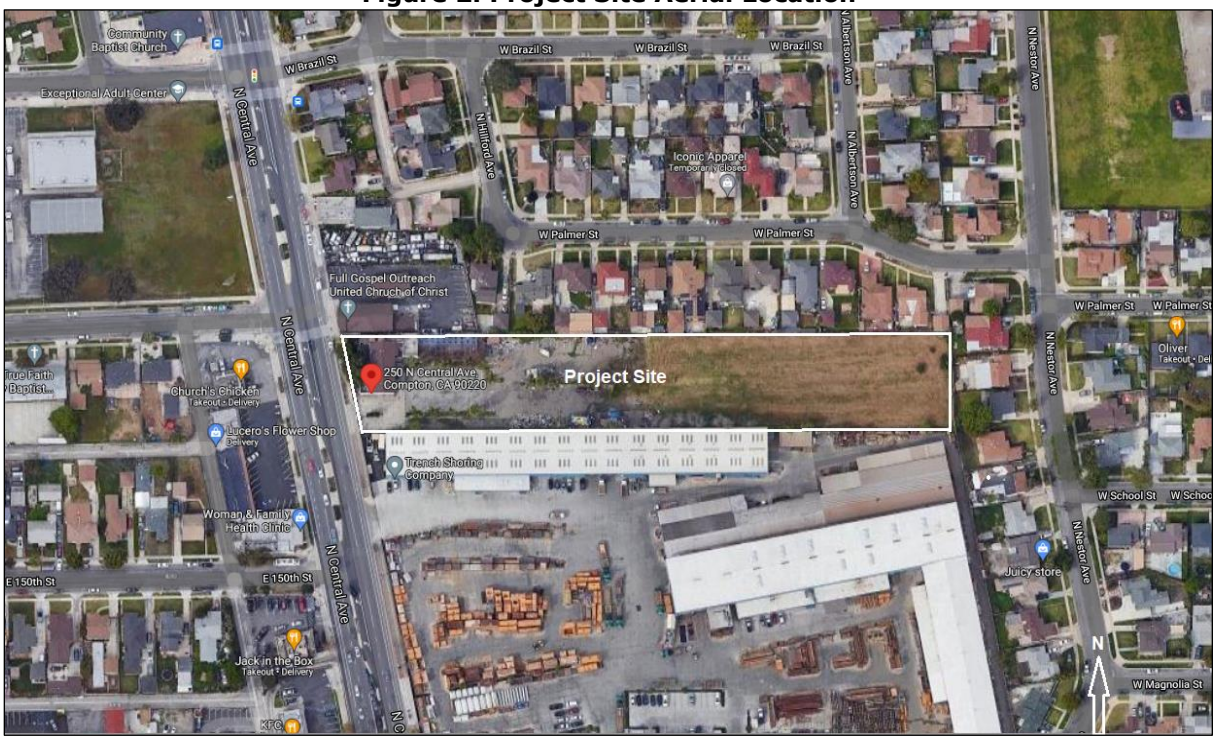
Locally, the Project site is addressed as 250 N. Central Avenue, Compton, California 90222. Assessor parcel numbers for the property are: 6143-011-903; 6143-011-902; 6143-011-018. (Reference Figure 2, Project Site Aerial Location Map.)

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 Mixed Use.

2.7 ZONING

Current Zoning Map designation is Limited Commercial.

2.8 DESCRIPTION OF PROJECT

2.8.1 PROJECT BACKGROUND

The Project is being developed on a site designated by the City of Compton as blighted. This designation reflects previous contamination of the site, discussed in Section 6.9 of this Initial Study, and an abandoned structure that, although recently demolished by the City, had become a site for graffiti and loitering. The site was purchased by the City's former redevelopment agency in 2008. 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.

Consistent with City policy for providing high-quality, accessible housing to allow improved choices for the community, the City selected The Olson Company as the preferred developer. As proposed by The Olson Company (Applicant), 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. Of the proposed 57 townhomes, 10 will be offered at rates affordable to qualified low income households subject to the terms of the Applicant's purchase and sale agreement for site with the City.

2.8.2 SITE PLAN

The 250 N. Central Townhome Project would develop the 2.55-acre site into a 57 single-family unit, attached townhome community. Density of the Project would be 22.4 dwelling units per acre.

The townhomes are laid out in ten buildings, eight of which are 6-plexes (containing 6 units), one which is a 5-plex (containing 5 units), and one which is a 4-plex (containing 4 units). All of the buildings are accessed from Central Avenue via a gated

entrance enhanced by decorative paving and landscaping. Primary circulation within the community is from a 21-foot wide Private Drive "A" that runs from the gated entrance at Central Avenue and along the northern edge of the site. Private Drive "A" has a 4'5" sidewalk on the south side adjacent to the townhomes, and a 3' strip of landscaping along the northern side of the drive. Private Drive "A" also serves as a buffer, or separation, from about a dozen existing, single-family detached residences along the northern boundary.

A series of 20' wide stub alleys, or drive aisles, break off of Private Drive "A", all running north/south, providing immediate vehicular access to unit garages. This series of stub alleys alternates with a series of paseos, providing immediate pedestrian access to front doors via landscaped walkways. These walkways extend down from the main sidewalk that on Private Drive "A". (Reference Figure 3, Project Site Plan.)

Figure 3. Project Conceptual Site Plan



(source: The Olson Company)

Within the center of the community is a 5,000 square foot recreation/open space area that consists of a common area park with picnic seating, BBQ, shade structure, landscaping and a small lawn area for residents and guests. An additional 1,000 square feet of open space is provided at the eastern edge of the site, which includes a tot lot, barbeque, shade structure, picnic table, and turf. Another 6,453 square feet of common open space is distributed throughout the site for a total project common open space of 12,454 square feet. (Reference Figure 4, Project Open Space Plan.)

Figure 4. Project Open Space Plan



(source: The Olson Company)

Gross landscape coverage within the site plan is 36,271 square feet, comprising 32.68% of the site area. Buildings cover 41,533 square feet, comprising 37.42% of the site, and paving covers 33,196 square feet, comprising 29.91% of the site. Setbacks for the Project buildings are a minimum of 15 feet to the western edge fronting Central Avenue, 25 feet to the northern edge adjacent to rear yards of existing single family homes, 15 feet to the eastern edge of the property adjacent to the rear yards of existing single family homes, and 5 feet to the rear edge adjacent to Trench Shoring Company, a construction equipment supplier.

2.8.3 Unit Types and Architecture

Three plan types are proposed for the Project's 57 units. Table 1 below summarizes by plan type, number of units, size of the unit and number of bedrooms:

Table 1: Plan Summary

Plan Type	# Units	Unit (square footage [s.f.])	Bedrooms
P1	16	1,193	2
P2	21	1,559	3
P3	20	1,644	3
Total Units	**57**		

Each townhome has a 2-car garage, and private open space within patios and decks.

Architecture for the townhome buildings is a Monterey/Spanish style with exposed wood truss details, with gable-end faces and simple shed roofs and shingle roof tiles. The style exhibits faux gable-end vent recesses, stucco sill trim and faux wood painted headers. Exposed wood beams with braces provide ornament at porch entryways and some featured openings. Other architectural details are stucco corbel adorned details at cantilevers, faux wood bay windows are featured, and decorative shutters are expressed. (Reference Figure 5, Townhome Building Elevations.) Three color schemes are provided for the townhome buildings, each with slightly varying shades of beige, brown and green earth tones. (Reference Figure 6, Townhome Building Color & Materials Board.)

Maximum building height is 36'-7". Masonry walls with a 6-foot height are proposed at the perimeter of the site to provide privacy between existing neighboring uses and the proposed townhomes.

Figure 5. Townhome Building Elevations

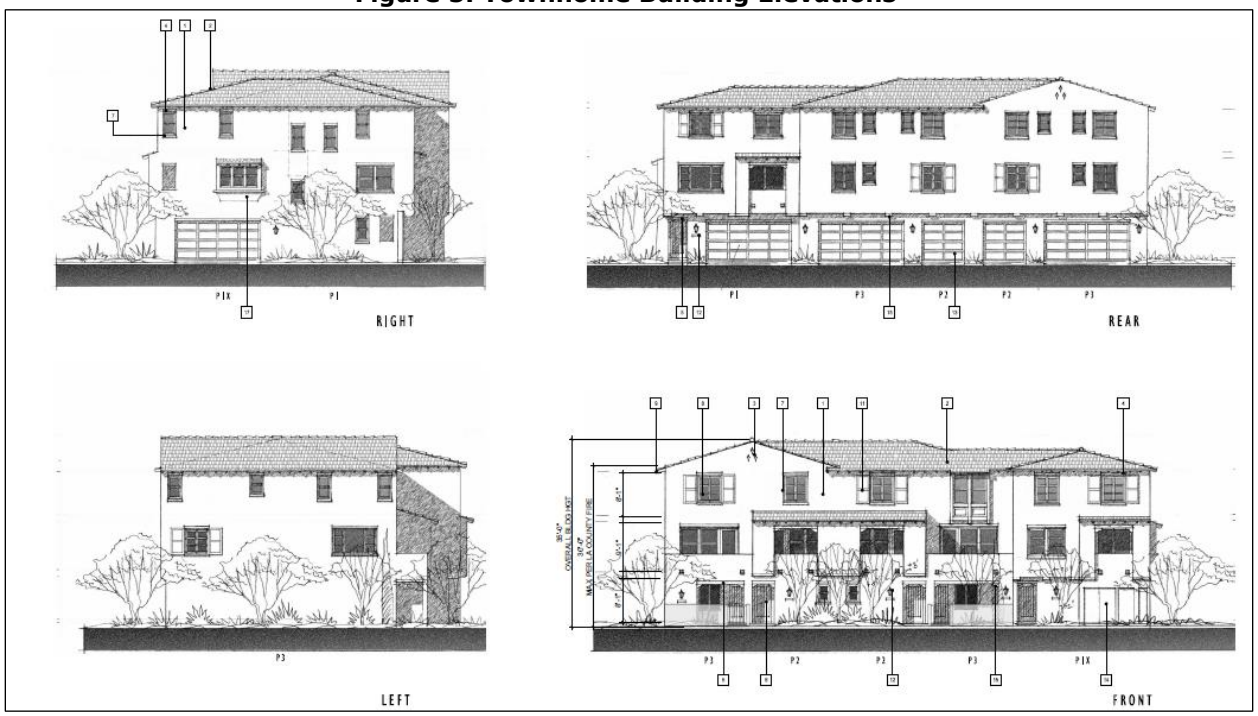


Figure 6. Townhome Buildings Color & Material Board



2.8.3 GRADING

The Project site is currently vacant, covered with paving and scattered shrubs. Construction of the Project is not expected to require the import or export any

earthwork material during grading phase; preliminary earthwork estimates provided by the Applicant show a balanced site.

2.8.4 PROJECT ENTITLEMENTS

The Project proposes a General Plan Land Use Map Amendment, Conditional Use Permits and a Tentative Tract Map. It would require several entitlements:

- General Plan Amendment Case No. GPA 21-002
- Conditional Use Permit 21-009
- Conditional Use Permit 21-010
- Tentative Tract Condominium Map 83433, Case No. 21-002.

The current General Plan Land Use Map designation for the Project site is Mixed Use, which provides opportunities for the development of integrated, pedestrian-oriented, urban scale residential, commercial, and low intensity industrial projects. The current Zoning Map designation for the site is Limited Commercial, which allows for a mixed of commercial uses and buildings of less than 50,000 square feet in size without a conditional use permit approval.

Pursuant to Chapter 30-28 of the Zoning Code, the Applicant is requesting to change the site's General Plan Land Use Map designation from Mixed Use to High Density Residential which permits a density between 18 and 34 units per acre. The Applicant is also requesting two Conditional Use Permits. One Conditional Use Permit is requested pursuant to Chapter 20-12.2.b of the Zoning Code, which permits multiple and single family residential uses in the Limited Commercial Zone subject to a Conditional Use Permit. The second Conditional Use Permit is requested pursuant to Chapter 30-18.3.a of the Zoning Code, which permits Planned Development (D) zoning to accommodate greater land use control for planned residential projects subject to a Conditional Use Permit.

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:
>
> 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 30-26 of the Municipal Code specifies the required findings for approval of the CUP to allow the Planned Development D zoning:

a) That the proposed use shall be in compliance with this Chapter;
b) That the proposed use will not be detrimental to the public welfare or the surrounding area; and
c) That the proposed use is substantially in conformance with the General Plan and compatible with the existing patterns of land use and development in 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

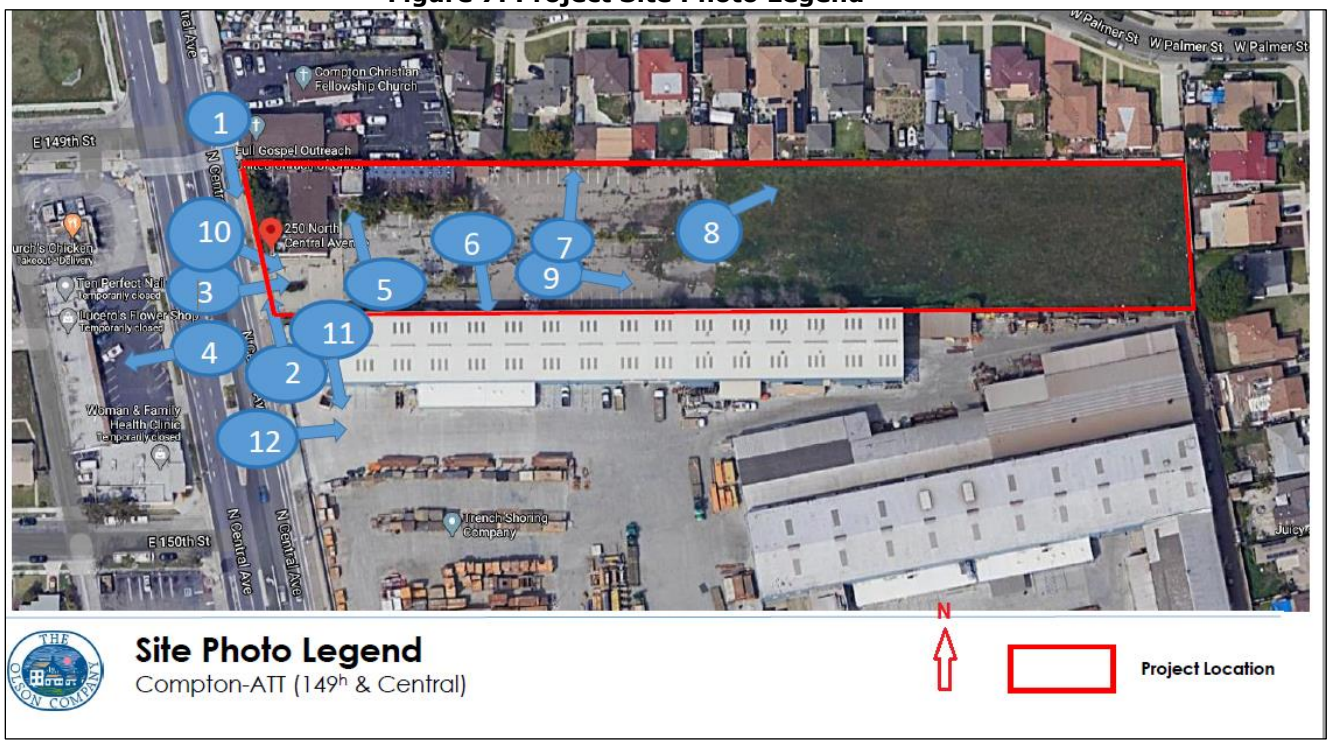
The Project site consists of approximately 2.55 acres of land previously developed with a former restaurant, and currently vacant. A former restaurant two-story building, identified through a 2020 site inventory as severely damaged and inhabited with vagrants, previously occupied the site.[1] The building was demolished by the City in June 2021 to discourage vagrancy. The site also contains scattered palm trees and shrubs and an asphalt surface used as a former parking lot. (Reference Figures 7-10, Site Photo Legend and Site Photos 1, 3, 5, 6, 7, 8, 9 and 10.)

Historical uses of the site include agricultural (i.e., row crops) until the 1950s. A building first appeared on the site in 1951 which later became a restaurant use. Between 1960 and 2014, other uses on the site included automotive, boat and recreational vehicle (RV) storage and possible minor repair activities.

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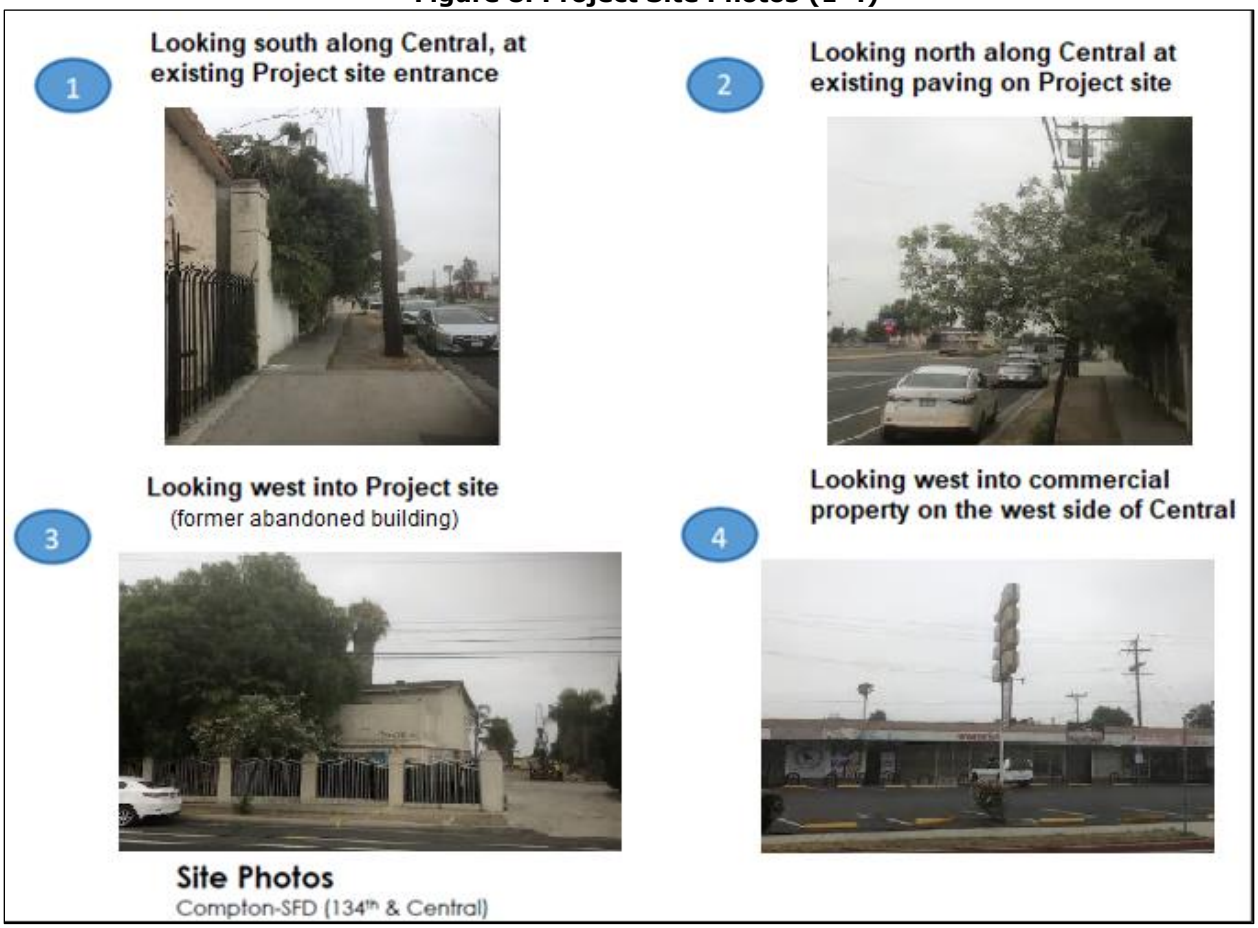
[1] Phase I and II Environmental Site Inventory, prepared by Stantec Consulting Services, Inc.; July 15, 2020; contained in Appendix A of this document.

Figure 7. Project Site Photo Legend



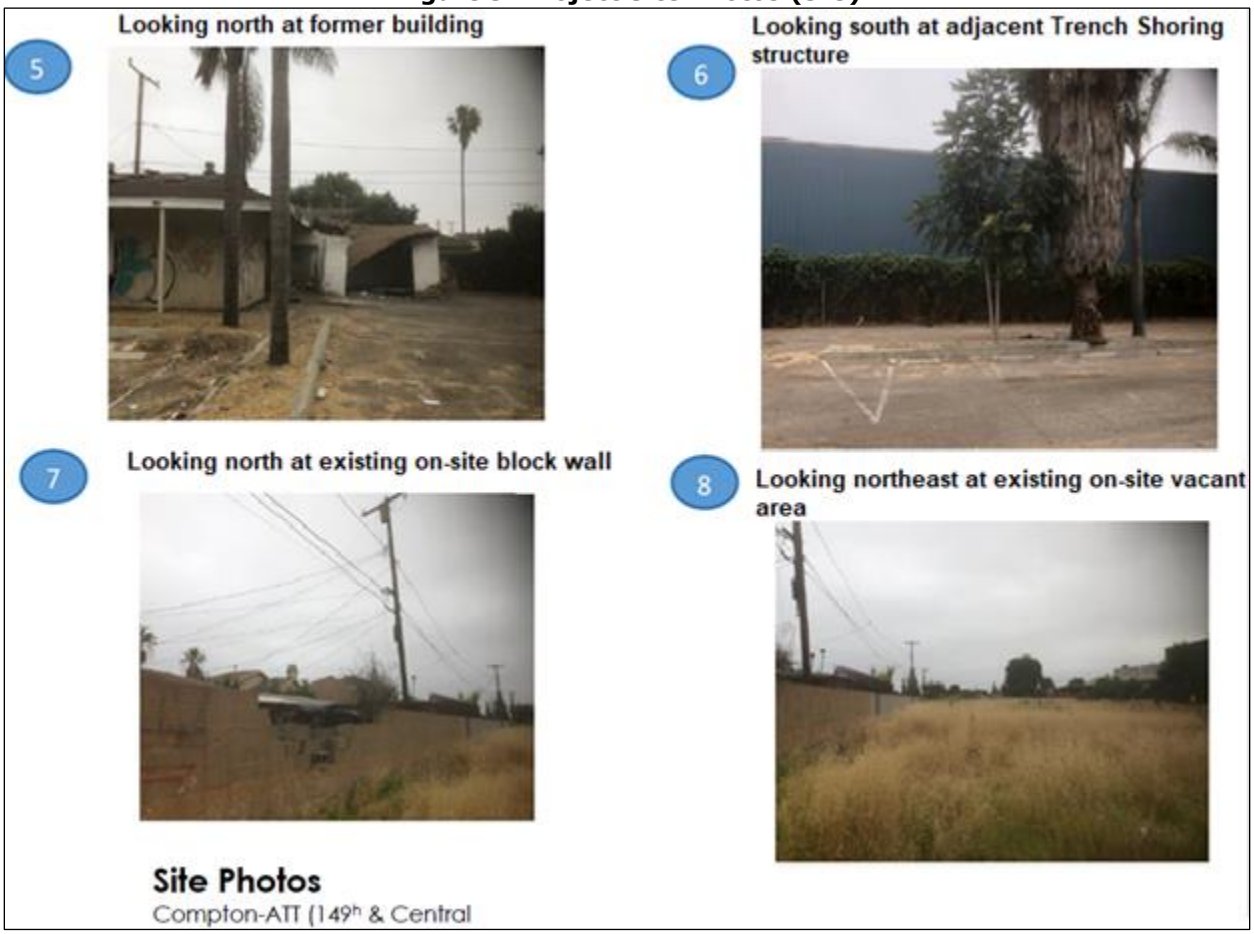
(Source: The Olson Company)

Figure 8. Project Site Photos (1-4)



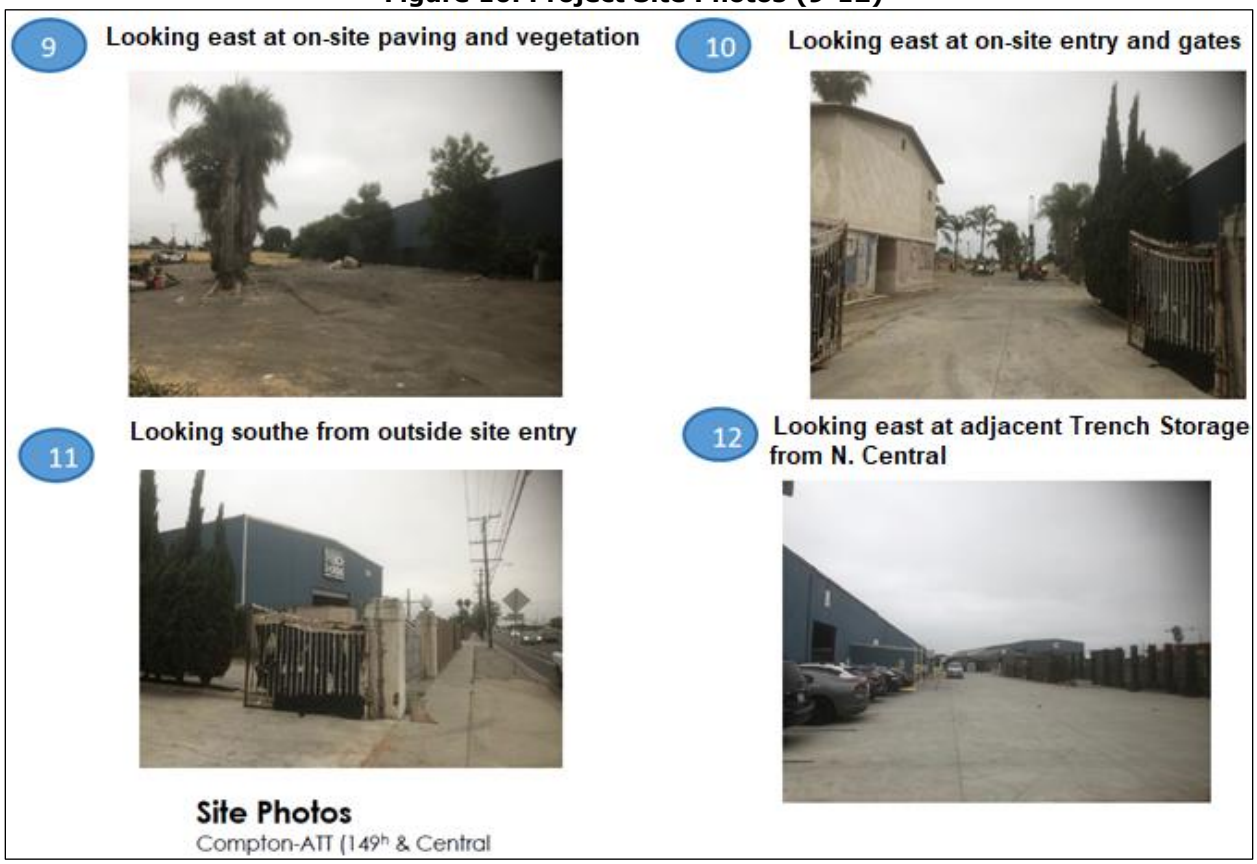
(Source: The Olson Company)

Figure 9. Project Site Photos (5-8)



(Source: The Olson Company)

Figure 10. Project Site Photos (9-12)

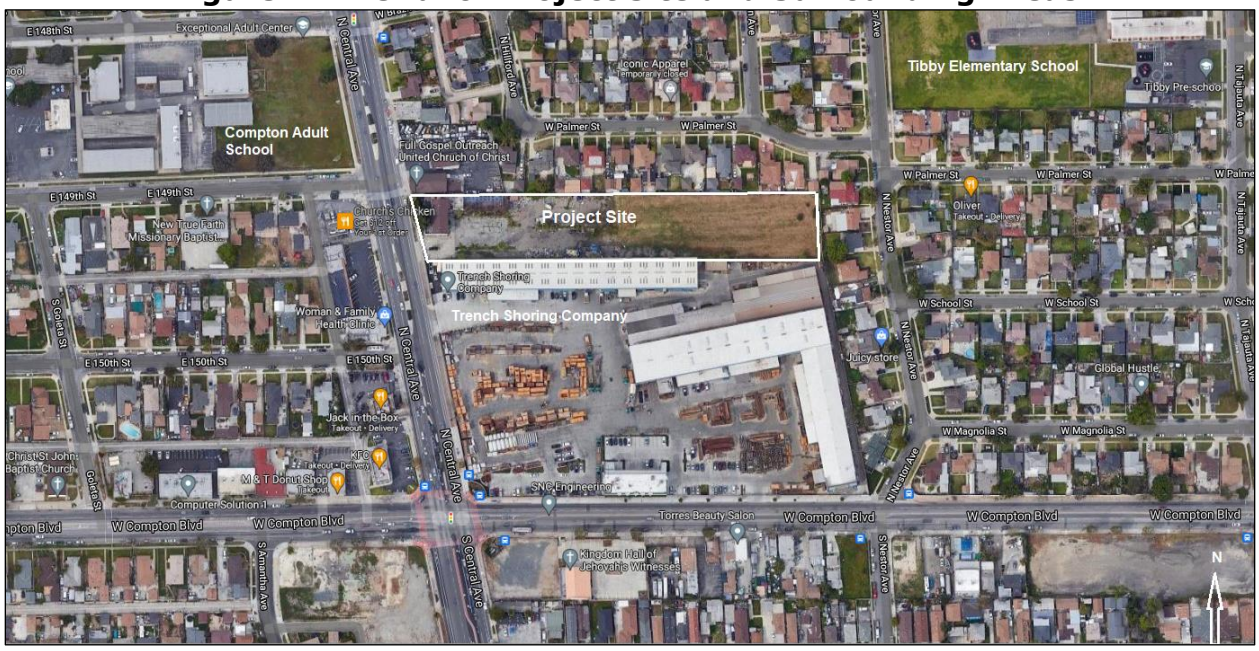


(Source: The Olson Company)

2.9.2 SURROUNDING LAND USES

As shown in Figure 11, Aerial of Project Site and Surrounding Area, single-family residential is the predominant existing land use, located immediately adjacent to the Project site on the north and east. Further northeast of the site is the Tibby Elementary School. South of the site is Trench Shoring Company, and further south are single-family residential. West of the site is N. Central Avenue, then commercial uses consisting of fast food and a health clinic. Further west are single-family residential, and northwest is the Compton Adult School.

Figure 11. Aerial of Project Site and 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
- 134th & Central Residential Project at 1950 North Central Avenue: 29 single-family unit, detached home community.

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, Conditional Use Permit to allow a residential use in the Limited Commercial Zone, Conditional Use Permit to allow Planned Development zoning, and Tentative Tract Map.

Approval from Los Angeles County Fire Department (LACFD) will be required to review and accept site clean-up from remaining hazardous substances left on the site from previous uses. (Reference Section 6.9, Hazards and Hazardous Materials.)

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 May 13, 2021, the Native American Heritage Commission (NAHC) provided the results of a Sacred Lands File check which was negative for potential Native American resources. (Reference Appendix A.) Regardless of the findings, 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.

Letters were sent to representatives of each of the NAHC listed tribes inviting each on April 30, 2021, 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, with an elevation of 99 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 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 7 through 10, presented in Section 2.9 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 townhomes, including landscaping and amenities. The Project would be compatible with the existing single-family residential uses north and east of the site. Existing single family residential neighborhoods also occur across Central Avenue, west of the site, and south of the Trench Shoring Company. (Reference Figure 11. Aerial of Project Site and Surrounding Areas.) 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 residential uses, Trench Shoring Company and Central Avenue. The Project would develop 57 townhomes similar to the residential

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

character of existing neighborhoods immediately north and east of the site. With the new townhomes, 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 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 surrounding 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 3 and 2 miles from the Project site, respectively.

Although the Project site was used for agricultural purposes until the 1950s, 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, 2021.

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 6.2.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 "149th and Central Residential Development Air Quality & Greenhouse Impact Study, City of Compton", prepared by RK Engineering Group, Inc." (Air Quality Impact Study) and contained in Appendix E 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 6.3.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 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 California Emissions Estimator Model Version 2020.4.0 (CalEEMod) which applies typical construction equipment, labor, phasing and materials to the project, based on its size, location and proposed timing. The CalEEMod 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: Construction of the Project is assumed to begin in year 2021 and last approximately 13 months. Construction phases are assumed to consist of site preparation, grading, building construction, paving and architectural coating. Grading for the project would require 2,250 cubic yards of cut and 2,250 cubic yards of fill, and 14,000 cubic yards of over excavation. Construction phases are not expected to overlap.

Construction impacts are estimated by construction phase: 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}**	**PM2.5**
Site Preparation	1.58	18.31	11.09	0.03	1.40	0.74
Grading	1.87	20.25	10.16	0.02	3.74	2.18
Building Construction	2.30	16.92	16.98	0.03	1.52	0.98
Paving	1.20	9.37	12.29	0.02	0.66	0.50
Architectural Coating	65.36	1.44	2.25	0.00	0.21	0.12
Maximum[1]	**65.36**	**20.25**	**16.98**	**0.03**	**3.74**	**2.18**
SCAQMD Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold (?)	**No**	**No**	**No**	**No**	**No**	**No**

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

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 trips associated with the Project, CalEEMod defaults were applied, and estimated that each townhome within the Project generates an average 7.32 average daily vehicle trips (ADT) during the weekday, 8.14 ADT on Saturday, and 6.28 ADT on Sunday. Total annual vehicle miles traveled (VMT) generated by the Project is 1,419,651.

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, the Project would not contribute to 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors). 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	1.51	1.65	15.79	0.03	3.35	0.91
Energy Sources	0.03	0.23	0.10	0.00	0.02	0.02
Area Sources	2.47	1.00	5.11	0.01	0.10	0.10
Total	**4.01**	**2.88**	**21.00**	**0.04**	**3.48**	**1.03**
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. 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 include:

- Existing residential dwelling units located along Palmer Street adjacent to the Project site to the north.

- Existing residential dwelling units located along Nestor Avenue adjacent to the Project site to the east.

- Existing church use located along Central Avenue adjacent to the Project site to the north.

- Existing adult school use located at the northwest corner of 149th Street and Central Avenue, approximately 130 feet to the northwest of the Project site.

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.

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	20.21	14.56	3.62	2.15
LST Construction Thresholds	**46.0**	**231.0**	**4.0**	**3.0**
Exceeds LST Construction Thresholds?	**No**	**No**	**No**	**NO**
Project Operational Emissions				
Project Operation Emissions	1.31	6.00	0.3	0.2
LST Operational Thresholds	**46.0**	**231.0**	**1.0**	**1.0**
Exceeds LST Operational Thresholds?	**No**	**No**	**No**	**No**

[1]: Localized Significant Thresholds for construction and operation Table C-1 through C-6; SRA 12, South Central LA County disturbance area of 1-acre and receptor distance of 25 meters.

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.

Toxic Hot Spot Emissions: In 1987, the California legislature adopted the Air Toxics "Hot Spots" Information and Assessment Act. The goals of the Act are to collect emissions data of toxic air contaminants, identify facilities having localized impacts, to determine health risks, and to notify affected individuals. Exposure to toxic air contaminants may produce various adverse health impacts.

The Project will generate diesel particulate matter (DPM) during construction from off-road diesel equipment and trucks. The California Office of Environmental Health Hazard Assessment (OEHHA) adopted the Guidance Manual for Preparation of Health Risk Assessments (HRA Guidelines) to provide procedures for use in the Air Toxics Hot Spots Program or for the permitting of existing, new, or modified stationary sources.[4] The HRA Guidelines provide risk factors based on exposure to toxic substances over a 30- year lifetime span. The Project's construction activity is not expected to be a long-term (i.e., 30 years) source of toxic air contaminant emissions and short-term risk factors have not been developed. Due the significantly reduced risk from short-term exposure, SCAQMD does not typically require the evaluation of long-term cancer risk or chronic health impacts for construction operations from small infill project such as the one being proposed. Therefore, the Air Quality Impact Study presumes short-term exposure to DMP during Project construction to be less than significant without the need for a detailed HRA study.

To help further reduce the potential health risks associated with DPM exposure during construction, the Air Quality Impact Study recommends the following project design features which the City of Compton can incorporate as conditions of approval for the Project:

1. All diesel construction equipment should have Tier 4 low emission "clean diesel" engines (OEM or retrofit) that include diesel oxidation catalysts and diesel particulate filters that meet the latest CARB best available control technology.
2. Construction equipment should be maintained in proper tune.
3. All construction vehicles should be prohibited from excessive idling. Excessive idling is defined as five (5) minutes or longer.

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[4] OEHHA. Air Toxics Hot Spots Program. Risk Assessment Guidelines. Guidance for Preparation of Health Risk Assessments. February 2015.

4. Minimize the simultaneous operation of multiple construction equipment units, to the maximum extent feasible.
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 as far from adjacent residential homes, as feasible.
8. Use haul trucks with on-road engines instead of off-road engines for on-site hauling.

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.[5]

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

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

The analysis indicated that the implementation of the proposed Project would not result in any significant air quality impacts. As a result, no mitigation is required.

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 previously developed as a restaurant. 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 1.5 miles 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[6], 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 California Department of Fish and Wildlife (CDFW) Code.[7] 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 not be 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

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

[7] 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).

not conflict with a policy that protects biological resources such as a tree preservation policy.

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.[8]

(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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[8] 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 June 9, 2021 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 restaurant building that was first built in 1951, and later converted to a restaurant. The building, which had no historic recognition, was demolished by the City in June 2021 to discourage vagrancy. 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: During Grading.

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: During Grading.

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 57 townhomes. To accommodate the increased residential density, the Applicant is requesting to change the site's General Plan Land Use Map designation from Mixed Use to Multifamily Residential which permits a density between 12.1 and 34 units per acre, and Conditional Use Permits to allow residential uses in the Limited Commercial zone and Planned Development zoning. The Project proposes a high density residential development of 22.4 units per acre. High 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
- Water efficient irrigation and drought tolerant/native landscape
- Electric vehicle charging infrastructure
- 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 3 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 "Preliminary LID Plan: Tract No. 83433 (14904 S Central Compton Property) prepared for the Project and contained in Appendix H of this Initial Study, finds that historic groundwater at the site are dropping. Active groundwater readings from wells in the vicinity of the site indicate levels in excess of 100 feet below the ground surface. The Preliminary LID Plan therefore concludes that groundwater is unlikely to rise to depths shallower than 100 feet during the life of the Project. 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 5 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 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?

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. The Preliminary LID Plan found that most of the site soils are likely fined grained to a depth of 20 feet. Expansive soils on site are not identified.. 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 northern 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 Air Quality section is based on the "149th and Central Residential Development Air Quality & Greenhouse Impact Study, City of Compton", prepared by RK Engineering Group, Inc." (Air Quality Impact Study) and contained in Appendix E 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 330.79 Mtons of CO_2e or 11.03 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**
Site Preparation	3.26	0.11	3.37
Grading	5.48	0.28	5.76
Building Construction	229.55	81.82	311.37
Paving	7.82	0.69	8.51
Architectural Coating	1.28	0.50	1.78
Total	247.39	83.40	330.79
Amortized over 30 years[2]	8.25	2.78	11.03

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 672.09 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	490.84
Energy Source	119.21
Area Source	14.75
Water	23.07
Waste	13.19
Construction (30 year average)	11.03
Total Annual Emissions	**672.09**
SCAQMD Tier 3 Screening Threshold[2]	3,000
Exceed Tier 3 Threshold?	No

Notes:
[1] $MTCO_2e$ = metric tons of carbon dioxide equivalents

Table 7: Operational Greenhouse Gas Emissions (Mtons/year)	
Emission Source	**Unmitigated GHG Emissions ($MTCO_2e$)**[1]
[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 57 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 "Phase I and II Environmental Site Assessment, 250 North Central Avenue Compton, CA 90220" and "Additional Phase II Environmental Site Assessment, 250 North Central Avenue Compton, CA 90220", both prepared by Stantec Consulting Services, Inc. and contained in Appendix C of this Initial Study. Additional data is from "Workplan for LACFD-Directed Site Assessment, 250 North Central Avenue, Compton, California", prepared by Stantec Consulting Services, Inc., and contained in Appendix D of this Initial Study. Collectively, these assessments are referred to in this document as "Environmental Site Assessments".

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 Assessments (Appendices C and D) were prepared for the Project site. Four potential sources of hazardous substances were identified:

   - Historical Agricultural Use. Based on a review of historic aerial photographs, the Project site was used for agricultural purposes (i.e., row crops) until the 1950. Historical agricultural use can be a potential concern due to the possible use of pesticides and herbicides containing heavy metals. Accordingly, as part of the Environment Site Assessments, soil samples were collected and analyzed to determine if pesticides or heavy metals associated with herbicides were present at levels exceeding applicable regulatory thresholds for residential development.
   - Former Auto/Boat Repair Activities. Based on review of historical documents including aerial photographs and City directories, the Project site was used for auto/boat/RV storage and possible minor repair activities. Petroleum products are typically associated with motorized vehicles (autos, boats and RVs) and can taint soil, creating soil vapors containing petroleum hydrocarbons or volatile organic compounds (VOCs).
   - Upgradient Leaking Underground Storage Tank (LUST) site. Based on review of historical documents, the upgradient property, located south of the site and currently containing Trench Shoring, had a leaking underground storage tank listing for a gasoline release in September 1996. Accordingly, as part of the Environment Site Assessments, soil samples were collected and analyzed to determine if either the upgradient LUST or past auto/boat/RV activities on the Project site have created soil vapor concentrations of petroleum hydrocarbons or VOCs.
   - Petromat. Existing asphalt on the Project site could contain Petromat, which is a stress absorbing fabric sometimes used in asphalt paving operations. The tack coating often associated with this material sometimes contains asbestos.

Based on the soil tested soil samples, the Environmental Site Assessments, reached the following findings regarding potential hazardous materials on the Project site:

- Very low detections of organochlorine pesticides (OCPs) were found on the Project site in areas where historical agricultural activities occurred. These concentrations were below their respective United States Environmental Protection Agency (USEPA) Regional Screening Levels (RSLs) for residential use and also below the Department of Toxic Substances Control (DTSC) Human and Ecological Risk Office (HERO) residential screening levels. Cumulative total concentration of pesticides 4,4'-DDT, 4,4'-DDE and 4,4'-DDD (known as DDM) were below the California Hazardous Waste Level of 1.0 milligrams per kilogram (mg/kg). Therefore, the Environmental Site Assessments recommend no further assessment or action regarding OCPs.
- Lead and arsenic can occur naturally in southern California soils. The Environmental Site Assessments tested these chemical levels in the Project site soil samples. Levels of lead and arsenic found on the site were within naturally occurring levels, and the Environmental Site Assessments recommended no further assessment or action is for lead and arsenic.
- Soil samples collected on the Project site had minor detections of total petroleum hydrocarbons (TPH) and VOC. However, soil vapors from petroleum chemicals were detected above USEPA RSLs for residential use. Soil vapor is the migration of volatile chemicals from the subsurface soil and groundwater to the surface and into the indoor air of overlying buildings. With respect to soil vapor, multiple VOCs were detected during the Environmental Site Assessments. TPH as gasoline, ethylbenzene, and tetrachloroethene (PCE) were detected at concentrations potentially above residential health risk screening criteria, and further soil sampling and testing are recommended to determine the lateral limits of soil vapor intrusion. The Environmental Site Assessments also recommends performing a vapor intrusion human health risk assessment (VIHHRA) in order to determine whether engineering controls (e.g., vapor barriers) will be warranted to reduce potential soil vapor exposure for future Project residents.
- Samples of the asphalt at five locations within the existing parking lot. No Petromat was observed on the Project site. Therefore, the Environmental Site Assessments recommend no further assessment or action regarding Petromat.

To ensure potential health risks associated with soil vapors are reduced, Mitigation Measures HAZ-1 is added to the Project, below. With incorporation of HAZ-1, 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 VOCs in soil vapors may be above USEPA RSLs for residential uses. As discussed above, HAZ-1 is added to the Project to ensure potential health risks associated with soil vapor are reduced to USEPA acceptable levels. With inclusion of this measure, 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 Tibby Elementary School and the Compton Adult School, both located less than one-quarter mile from 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 Assessments, levels of VOCs in soil vapors may be above USEPA RSLs for residential uses. HAZ-1 is added to the Project to ensure potential health risks associated with soil vapor are reduced to USEPA acceptable levels. Although the Environmental Site Assessments do not identify a potential risk of soil vapors migrating to either school, within inclusion of Mitigation Measure HAZ-1, 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 one mile southeast. The Compton/Woodley Airport is part

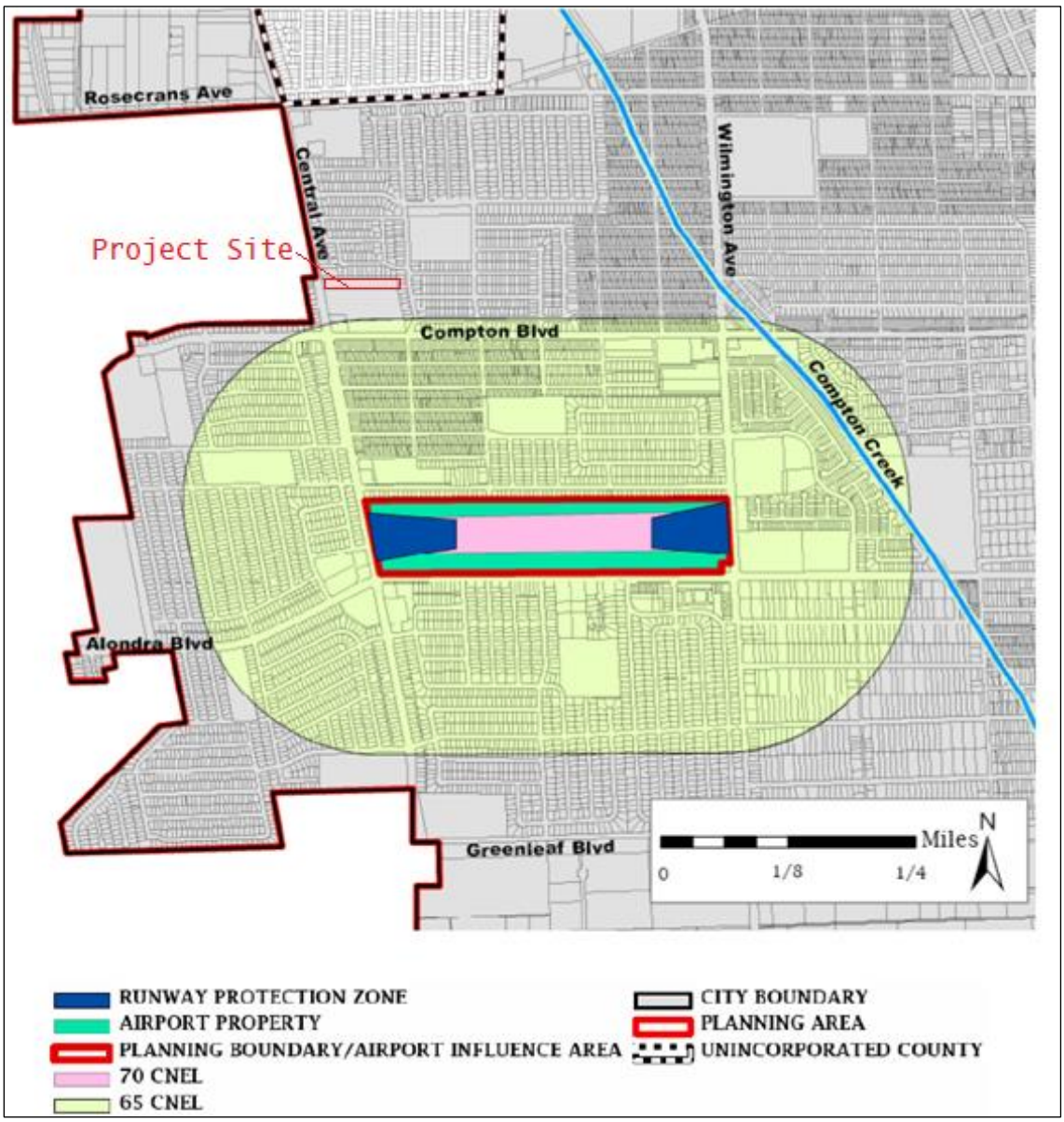
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[9] http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global; accessed June 29, 2021.

of the Los Angeles County airport land use plan. Current noise contours for the airport, as well as runway protection zones and airport influence areas, are on shown in Figure 12, Compton/Woodley Airport Noise Contours. The Project site is outside both the 70 and 65 Community Noise Equivalent Level (CNEL) and outside the runway protection zone.

Noise impacts associated with the Project are presented in the "250 N. Central Residential Development Noise Study, City of Compton", prepared by RK Engineering Group, Inc. (Noise Study) and summarized in Section 6.13, 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 future residents or workers within an airport safety hazard or excessive noise area, and such impacts would not be significant.

Figure 12. Compton/Woodley Airport Noise Contours



Source: Noise Study (Appendix G)

f. Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. Access to the Project would be from Central Avenue to a private Street "A", which would have a 27.5-foot paved width, that includes two lanes of travel with a combined width of 21 feet, a sidewalk on its south side, and curb and gutter. Each unit would have access from a private drive with a paved width of 26 feet that includes a 20-foot travel lane and curb and gutter.

Entrance to the Project would be gated, and gates would be fit with Knox Box or similar apparatus per County Fire Department standards to allow for emergency

vehicles to quickly access the site. In addition, a fire apparatus turnaround would be provided, consistent with the 2019 Fire Code, as shown in Figure 13, Project Emergency Access Features, below. The Project would provide adequate emergency access, and the Project would not impair implementation or interfere with the City's emergency response or evacuation plans.

Figure 13. Project Emergency Access Features



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,

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: **Soil Vapor.**

Timing: During and after grading activities and prior to issuance of building permits.

Department Responsible: Community Development (Planning and Building Divisions).

The Applicant shall provide additional soil testing to determine the lateral limits of soil vapor intrusion. Should the findings of the additional testing indicate a potential health risk, a vapor intrusion human health risk assessment (VIHHRA) shall be conducted to determine whether engineering controls (e.g., vapor barriers) will be warranted to reduce potential soil vapor exposure for future Project residents. The Applicant shall provide evidence to the Building Division showing the concentrations of detected soil vapors. Where concentrations of soil vapors are detected above the established thresholds, the Applicant shall ensure placement of a vapor barrier below the residences to prevent intrusion of the soil vapor into the structure. Those structures that require vapor barriers will require a deed notification to ensure protection of the barrier over time. No Certificate of Occupancy shall be issued for those buildings that require soil vapor barriers until these measures are completed and Los Angeles County Fire Department (LACFD) has inspected and provided concurrence on the placement for each affected building on the Project Site.

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: Tract No. 83433 (14904 S Central Compton Property), contained in Appendix H 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 44.3% impervious. Topography within the site varies with elevations of approximately 98 to 101 feet above mean sea level. Site drainage from the east side of the concrete in the entrance (high point) drains via sheet flow directed to east towards the east side of the Property, and from the west side of the concrete to Central Avenue.

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 approximately 72.6% 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. Once developed, the site will generally drain to the west. Runoff from the site will drain to the common driveways which will then drain to Street "A". Catch basins located in the south side of Street "A" will capture the majority of the site's runoff. The catch basin and drop inlets located in Street "A" drain to a proposed underground storage system that will temporarily detain the water prior to infiltrating the ground in the deep infiltration well. The catch basin located near the entrance will drain directly into the deep infiltration well. Overflows will bypass the deep infiltration

well and will discharge directly to N. Central Avenue. The proposed system has been designed to detain and infiltrate runoff in accordance with County LID Design Manual requirement.

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 from west to east. 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 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 public 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 LID Plan, 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. 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

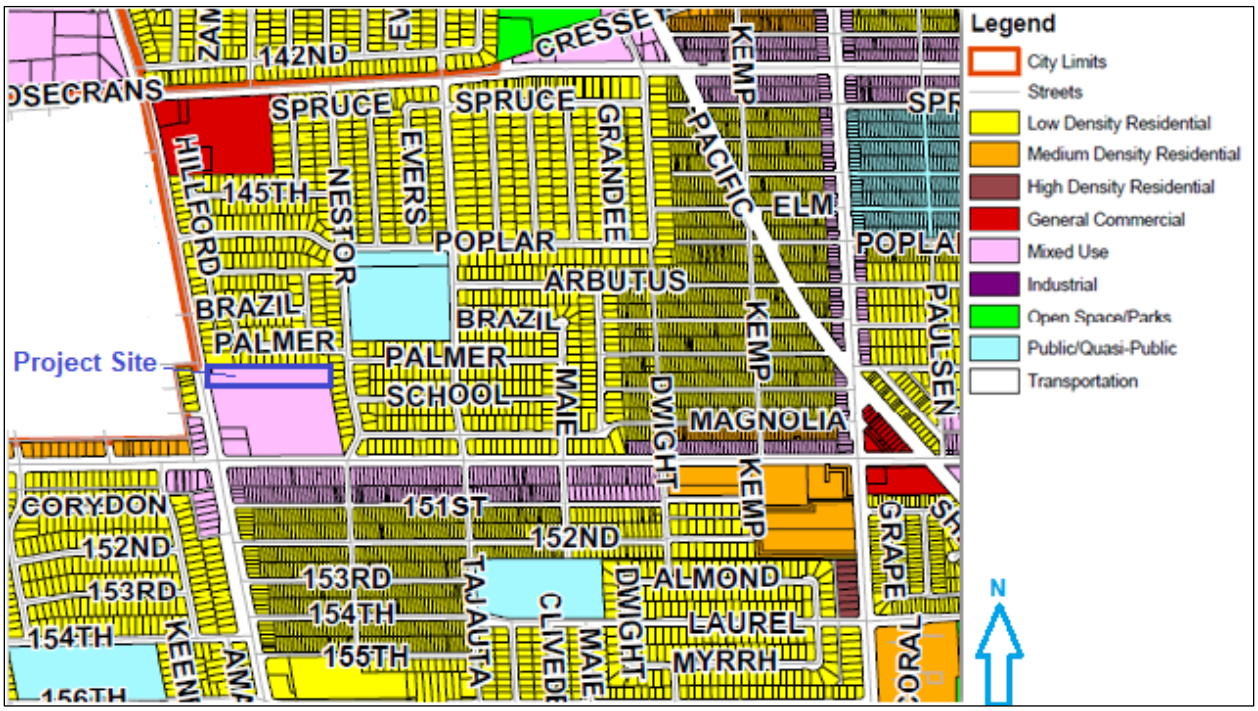
6.11.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

a) Would the Project physically divide an established community?

No Impact. The Project site is currently vacant with existing single-family residential uses located adjacent to the site on the north and east. To accommodate the proposed development, the Project Applicant proposes to change the current General Plan Land Use Map designation for the Project site from Mixed Use to Multifamily Residential, and Conditional Use Permits to allow residential uses in the Limited Commercial zone and Planned Development zoning. This land use change would accommodate the site's transition from a previously damaged building inhabited with vagrants to a cohesively developed 57 townhomes community.

As shown Figure 14, 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 14. 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. GPA 21-002
- Conditional Use Permit 21-009
- Conditional Use Permit 21-010
- Tentative Tract Condominium Map 83433, Case No. 21-002.

General Plan Change: As discussed in Section 2.8.4 of this Initial Study, Chapter 30-28 of the Municipal Code specifies the required findings for approval of General Plan Amendments:

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 30-26 of the Municipal Code specifies the required findings for approval of the two Conditional Use Permits to allow for residential in the Limited Commercial Zone and to allow the Planned Development D zoning:

a) That the proposed use shall be in compliance with this Chapter;
b) That the proposed use will not be detrimental to the public welfare or the surrounding area; and
c) That the proposed use is substantially in conformance with the General Plan and compatible with the existing patterns of land use and development in the surrounding area.

Changing the land use designation of the Project site to a high density residential townhome community under the proposed 250 N. Central is consistent with the proposed development of the site and existing surrounding uses. As shown in Figure 14, above, existing General Plan land use designations are predominately single family, mixed with Mix Use, Public/quasi-public and Medium Density Residential designations. The proposed Project General Plan map change and Conditional Use Permits to allow residential uses in the Limited Commercial zone and Planned Development zoning would facilitate development of the 57 architecturally cohesive residential townhomes, including landscaping and amenities, which would be beneficial to the site and surrounding area.

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 change to Multifamily and Conditional Use Permits to allow the residential use in the Limited Commercial Zone and Planned Development zoning. These proposed entitlements would facilitate development of the site in a manner consistent with the existing surrounding 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 high 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.

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 site with a building previously identified by the City as severely damaged and inhabited with vagrants. The Project provides high density residential with a for sale 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 existing residential 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 57 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 "149th and Central Residential Development Noise Impact Study, City of Compton", prepared by RK Engineering Group, Inc. (Noise Study), contained in this Initial Study as Appendix G.

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, Duplex, Multi Family	< 60	60 – 70	70 – 75	>75

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]
Notes: [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. These 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 (County of Los Angeles) Exterior 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 (reference Figure 15, Noise Monitoring Locations):

- Noise monitoring location one (LT-1) was taken along the southern property line approximately 20 feet from the western property line.
- Noise monitoring location two (LT-2) was taken along the southern property line approximately 680 feet from the western property line.

Noise measurements were collected over a four-day period from July 13-17, 2021. At location LT-1, the average 24-hour CNEL ranged between 70.7 dBA and 75.5 dBA; and at LT-2, the average 24-hour CNEL ranged between 56.0 dBA and 58.6 dBA. Referencing the General Plan Noise/Land Use Compatibility standards shown

in Table 8 above, existing noise levels at the Project site are "normally compatible" for residential uses at location LT-2, meaning that "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". At location LT-1, existing noise levels for residential use are "clearly incompatible" meaning that "noise sensitive land uses should not be located in these areas unless mitigation is employed to reduce interior noise levels". The main source of ambient noise levels at the Project site includes operational noise from vehicles traveling along Central Avenue to the west, and the industrial use to the south.

Figure 15. Noise Monitoring Locations



On-Site Impacts - **Operational Noise - Exterior**: Noise from Project operations are expected to include mechanical noise from the townhome HVAC units, vehicle engine noise and general household conversation and noise associated with future residents. The Project is proposing several design features which would provide some noise attenuation to adjacent residents. These include a minimum of a 6-foot noise barrier wall along the northern, southern, eastern and western property lines. Also proposed Project HVAC equipment would be generally located behind a noise screening wall and shielded from line of sight of any adjacent residential property.

Using SoundPLAN™ noise modeling software, the Noise Study calculated the addition of Project operational noise to existing baseline noise levels to the nearest sensitive use, which are the single family homes directly north and east of the site. The Noise Study calculated noise levels both during daytime and nighttime hours, incorporating all estimated future Project noise sources operating simultaneously, and including the proposed Project design features (6-foot barrier walls and HVAC unit locations). As shown in Tables 10 and 11, below, the Noise Study found that operation of the Project would increase exterior noise by as much as 41.1 dBA during the daytime and 40.8 dBA during the nighttime. These increases do not exceed the City's day or nighttime noise standards, as shown in Table 8, above.

However to ensure the Project installs the 6-foot noise barrier walls and locates the HVAC units as proposed, Mitigation Measures NOI-1 and NOI-2 are added to the Project. With inclusion of this measure, noise impacts from the Project would be less than significant.

Table 10: Daytime Noise Impact Analysis (dBA)

Land Use	Direction	Daytime Exterior Noise Level dBA		
		Project Noise Contribution (Leq)	City of Compton Noise Level Criteria (Leq)	Noise Level Exceeds Standard (?)
Church	North	42.8	50.0	No
Commercial	West	35-3	60.0	No
Residential	East	43.5	50.0	No
Residential	North	43.3		No
Residential	North	44.1		No
Residential	North	44.0		No

Table 11: Nighttime Noise Impact Analysis (dBA)

Land Use	Direction	Nighttime Exterior Noise Level dBA		
		Project Noise Contribution (Leq)	City of Compton Noise Level Criteria (Leq)	Noise Level Exceeds Standard (?)
Church	North	42.4	45.0	No
Commercial	West	35.1	55.0	No
Residential	East	43.4	45.0	No
Residential	North	42.9		No
Residential	North	43.9		No
Residential	North	43.7		No

Off-Site Impacts - **Operational Noise on Future Project Residential Use**: As discussed above, existing ambient noise sources in the Project area includes operational noise from the industrial use to the south, traffic noise levels from

Central Avenue and noise from typical residential activities surrounding the site to the north and east. These noise sources result in noise levels that are considered by the General Plan Noise/Land Use Compatibility standards as "normally compatible" for residential uses at location LT-1, and "clearly incompatible" for residential uses at location LT-2 unless mitigation is incorporated. Appropriate mitigation measures will demonstrate that interior noise levels due to exterior sources are reduced to a CNEL or a day-night level (LDN) of 45 dBA, in any habitable room. These measures will include:

a) Compliance with California Title 24 building insulation requirements for exterior walls, roofs and common separating assemblies;

b) All units equipped with adequate fresh air ventilation, per the requirements of the California Building Standards Code, to meet the interior noise standard with a windows closed condition;

c) Upgraded windows and sliding glass doors for units facing Central Avenue and or adjacent to the existing industrial use to the south.

These above listed measures are added to the Project as Mitigation Measure NOI-3.

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 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 east of the site.

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 following construction design features that the City may incorporate as Project conditions of approval:

- Construction-related noise activities shall comply with the requirements set forth in the City of Compton Municipal Code Noise Section 7-12.22.
  - Use of Heavy Equipment (dump trucks, graders, jack hammers, etc. are only permitted Monday through Saturday from 7:00 a.m. to 7:00 p.m.
  - No work is permitted on Sundays or Federal Holidays
- During construction, the contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices and equipment shall be maintained so that vehicles and their loads are secured from rattling and banging. Idling equipment shall be turned off when not in use.
- Locate staging area, generators and stationary construction equipment as far from the nearest residential receptors, as reasonably feasible.
- No impact pile driving activities are expected to occur on the project site during construction.

With inclusion of mitigation measures NOI-1 through NOI-3, 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. As discussed in Section 6.9.e of this Initial Study, 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 12, 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 adjacent residential uses and the future residents of the site. These impacts are site specific and not cumulative in nature. Mitigation Measures NOI-1 through NOI-4 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.

6.13.4 Mitigation Measures

The following mitigations will be required to ensure City noise land use compatibility standards are met:

Mitigation Measure NOI-1: **Operational Noise - Exterior.**

Timing: Prior to Issuance of a Building Permit for Construction of a Residential Unit, and on-going.

Department Responsible: Community Development (Building Division).

The Project shall provide plans for noise barrier walls along the northern, southern, eastern and western property lines, subject to the City review and approval. The noise barrier walls shall be CMU and a minimum of 6-feet tall, and free of decorative cutouts or line of site openings. The walls shall be constructed and maintained per the approved plans.

Mitigation Measure NOI-2: **Operational Noise - Exterior.**

Timing: Prior to Issuance of a Building Permit for Construction of a Residential Unit, and on-going.

Department Responsible: Community Development (Building Division).

The Project shall locate HVAC equipment behind a noise screening wall and/or shielded from line of sight of any adjacent residential property.

Mitigation Measure NOI-3: **Operational Noise – Interior.**

Timing: Prior to Issuance of a Building Permit for Construction of a Residential Unit.

Department Responsible: Community Development (Building Division)

The Project design shall demonstrate that interior noise levels due to exterior sources are reduced to a CNEL or a day-night level (LDN) of 45 dBA, in any habitable room. Measures incorporated in the Project design will include the following or equivalent subject to City Building Division approval:

a) The Project shall comply with California Title 24 building insulation requirements for exterior walls, roofs and common separating assemblies;

b) All units shall be equipped with adequate fresh air ventilation, per the requirements of the California Building Standards Code, to meet the interior noise standard with a windows closed condition;

c) Units facing Central Avenue and adjacent to the existing industrial use to the south shall have upgraded windows and sliding glass doors.

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 from a mixed use designation to a high density residential designation. Assuming an average household size of 4.14 persons[10], the Project's proposed 57 units would generate 236 additional persons in the City, which represents a 0.1% increase over the City's current 97,775 person population. This increase is nominal. As discussed in Section 6.11.1, converting the Project site to a high 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?

No Impact. The Project site consists currently vacant. The Project would redevelop the site with 57 townhome residential units. Consequently, the Project would not displace existing people or housing.

**

[10] State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2010-2021. Sacramento, California, January 2021.

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 57 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 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 0.9 miles northeast.

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 57 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 townhomes 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 2 miles southeast of the Project site.

The Project would develop a 57 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 townhomes would be constructed to current CBC and Fire Code standards, within a gated community with contemporary fencing

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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

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 Tibby Elementary School, located 0.5 miles northeast, and the Compton Adult School located immediately west of the site across Central Avenue.

The transition of the Project site to a high density townhome 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 Roy Campanella Park, located 0.6 miles to the west. This park, operated by the Los Angeles County Parks and Recreation Department, 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 2.55 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 12,454 square feet of common open space areas. 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 1.6 miles east 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.

6.16 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 12,454 square feet of common open space areas. The potential environmental impacts of these open space 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.

6.17 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 "149th and Central Residential Development Traffic Impact Study, City of Compton, California", (Traffic Impact Study) prepared by RK Engineering Group Inc., contained as Appendix I 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 2.5 miles southeast of the Project site.

- METRO BUS SYSTEM: Metro is a public transportation agency servicing cities including Compton within the County of Los Angeles. Metro Bus Route 53 has stops within a 0.1 mile of the Project site, at both the west and east sides of S. Central Avenue at W. Compton Boulevard. The route operates Monday – Friday from approximately 3:50 AM to 11:05 PM at roughly thirty (30) minute intervals, connecting to the California State University (CSU) Dominguez Hills Station to the Beaudry and 4th Street station and the Grand and 3rd Station.

  Metro Bus Route 127 also has stops about 0.1 mile from the Project site at the north and south sides of W. Compton Boulevard at S. Central Avenue. The route operates every day from approximately 4:03 AM to 12:52 AM at roughly fifteen (15) minute intervals during peak hours, connecting to the Downey Depot, Compton Station/Martin Luther King and Figueroa and the 117th Harbor Freeway 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 to other east-west Class 2 bikeways, including those along Rosecrans Avenue and Alondra Boulevard. These east-west bikeways connect to Class 1 bikeway along Compton Creek. (A Class 1 bikeway is a paved lane completely separated from streets.) Existing sidewalks are located along Central Avenue and 149th Street, adjacent to the Project site.

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. The General Plan Circulation Element identifies a Master Plan of Roadways and Arterial Highways that define public streets and highways in the City. Primary public streets serving the Project area include:

- CENTRAL AVENUE: Central Avenue is classified as a Major Highway per the City of Compton General Plan. This four-lane roadway extends in a north-south orientation along portions of the City's western boundary north of El Segundo Boulevard to the City's southern boundary south of the Artesia Freeway (SR-91). Parking is permitted along most of the roadway. Posted speed limit in the vicinity of the proposed project is 30 miles per hour (mph).
- 149th STREET: 149th Street is classified as a Local Street per the City of Compton General Plan. This two- lane roadway provides circulation within a neighborhood block. Local streets generally are 40 to 50 feet in width with pavement width between 24 to 30 feet. Posted speed limit in the vicinity of the proposed project is 30 mph.

The Traffic Impact Study reviewed the Project's impact on adjacent roadways. To ensure Project vehicular access to and from Central Avenue has no conflicts with traffic flows, the Traffic Impact Study recommended the following measures:

- Install stop sign, stop bar and stop legend for outbound traffic at the Central Avenue driveway.
- Adequate sight distance should be provided and maintained at the Central Avenue driveway per County of Los Angeles standards:
    - The limited use area (area where a clear line of sight is maintained by not installing tall landscaping over 30 inches high or monumentation, etc.) shall be used for the purpose of prohibiting or clearing obstructions to maintain adequate sight distance along Central Avenue.
    - 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 limited use area.

These measures are added to the Project as Mitigation Measure TR-1. With inclusion of this measure, the Project would have less than significant impacts relative to a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

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 E 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. Specific to VMT, 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 672.09 metric tons of carbon dioxide equivalent (CO2e) annually from VMT. The mobile source GHG emissions are 77.59% below the applicable threshold of significance for GHG, indicating that the Project's contribution to VMT, which is directly correlated to GHG emissions, would not lead to a significant impact under CEQA. In addition, 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. Consequently, based on the qualitative review presented in the Traffic Impact Study, the Project's impact to VMT is considered less than significa*nt.*

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. The Project traffic engineer has worked with the City's traffic engineering staff to determine the appropriate scope and study area to be evaluated as part of the Project's traffic study. (Reference Traffic Impact Study, Appendix I.) During the scoping process, a number of intersections were identified for level of service evaluation. Based on the Traffic Impact Study and the level of service analysis contained in that report, the study intersections are all expected to continue to operate with an acceptable level of service, even with the addition of project-generated traffic and other background projects in the area.

Although the Project would result in less than significant impact traffic levels on City streets, the Traffic Impact Study recommended a measures to improve Project vehicular ingress and egress, and reduce potential conflicts with vehicular access on Central Avenue. These measures are discussed in Section 6.17.a of this Initial Study, above, and added to the Project as Mitigation Measure TR-1. 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. Entrance to the Project would be gated, and gates would be fit with Knox Box or similar apparatus per County Fire Department standards to allow for emergency vehicles to quickly access the site. In addition, a fire apparatus turnaround would be provided, as shown previously in Figure 13. Given the unusual configuration of the site, with limited street frontage, the proposed access with turnaround is considered by the Applicant and Project traffic engineer as the best option for providing adequate emergency access. Consequently, the Project would not result in inadequate emergency access.

6.17.3 CUMULATIVE IMPACTS

As discussed above, Mitigation Measure TR-1 will reduce potential conflict with vehicular travel on Central Avenue. Project contributions to VMT are less than significant. There are no cumulative transportation impacts associated with Project. Consequently, no significant adverse cumulative transportation would result from the Project.

6.17.4 MITIGATION MEASURES

The following measure will be required to mitigate potential Project transportation impacts to less than significant levels:

Mitigation Measure TR-1: **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 sign, stop bar and stop legend for outbound traffic at the Central Avenue driveway.
- Adequate sight distance should be provided and maintained at the Central Avenue driveway per County of Los Angeles standards:
  - The limited use area (area where a clear line of sight is maintained by not installing tall landscaping over 30 inches high or monumentation, etc.) shall be used for the purpose of prohibiting or clearing obstructions to maintain adequate sight distance along Central Avenue.
  - 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 limited use area.

6.18 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. Regardless of the findings, 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. Letters were sent to representatives of each of the NAHC listed tribes inviting each on April 30, 2021, to request formal consultation. (Reference Appendix B). As described in the April 30, 2021 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 correspondence to advise the City 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. 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. 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. 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.

6.19 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 57 townhomes at a high 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 at the northern portion of the site, 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 57 townhomes at a high 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 at the northern portion of the site, 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 57 townhomes at a high 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.

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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.

e) Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

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.

6.20 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. 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, entrance to the Project would be gated, and gates would be fit with Knox Box or similar apparatus per County Fire Department standards to allow for emergency vehicles to quickly access the site. In addition, a fire apparatus turnaround would be provided, consistent with the 2019 Fire Code, as shown previously in Figure 13, Project Emergency Access

Features. The Project would provide adequate emergency access, and the Project would not interfere with emergency response or evacuation.

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.

6.21 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. 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. 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. The Project would result in potential significant impacts relative to air quality, cultural resources, hazards and hazardous materials, and emergency access. These impacts are largely site specific. Mitigation measures are added to the Project to reduce these impacts to less than significant levels. Consequently, 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.

c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant. The Project could result in potential site specific 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, and TR-1 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.

SECTION 7.0 – LIST OF PREPARERS

7.1 PREPARATION – ENVIRONMENTAL DOCUMENT

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7.2 PREPARATION - AIR QUALITY / GHG ANALYSIS

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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
- CDFW - California Department of Fish and Wildlife
- 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
- DTSC – California Department of Toxic Substances Control
- EIR - Environmental Impact Report
- FEMA - Federal Emergency Management Agency
- GHG - Greenhouse Gas Emissions
- HERO - Human and Ecological Risk Office
- 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
- LUST – Leaking Underground Storage Tank
- MBTA - Migratory Bird Treaty Act
- mgd – Millions of gallons per day
- MLD - Most Likely Descendant
- Mph – Miles per Hour
- 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
- OCPs - Organochlorine Pesticides
- 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
- RSL - Regional Screening Levels
- RTP/SCS - Regional Transportation Plan/Sustainable Communities Strategy
- RV- Recreational Vehicle
- 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
- TPH - Total Petroleum Hydrocarbons
- tpd – Tons per Day
- TTM - Tentative Tract Map
- USEPA - United States Environmental Protection Agency
- V/C – Volume to Capacity
- VdB – Vibration Decibels
- VMT – Vehicle Miles Traveled
- VOC – Volatile Organic Compounds
- WQMP - Water Quality Management Plan