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
09/13/2022
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.

CONFERENCE WITH LEGAL COUNSEL - PENDING LITIGATION

City of Compton v. Jose Luis Gonzalez, et al., LASC Case No. 20CMCV00144
City of Compton v. County of Los Angeles, LASC Case No. 21CMCV00248
Ronald Colquitt v. City of Compton, LASC Case No. 20STCV25401
Michael Fletcher, et. al. v. City of Compton, LASC Case No. BC670866
Takeema Hodges v. City of Compton, LASC Case No. BC702597
Chelsea Miles v. City of Compton, LASC Case No. BC650375
Rodney Myers, et al. v. County of Los Angeles, et al., LASC Case No. BC680294
Daniel Salazar, et al. v. City of Compton, USDC - Central Dist. Case No. 2:21cv06030PA

CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION

Two (2) Potential Claims

CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION

AFSCME 2325 v. City of Compton (PERB Case No. LA-CD-1470-M)

Pursuant to California Government Code Section 54956.9

RECESS TO CLOSED SESSION

OPENING

PUBLIC MEETING – 5:30 P.M.

REPORT ON CLOSED SESSION ACTION(S)

PUBLIC COMMENTS ON AGENDA ITEMS AND NON-AGENDA MATTERS

REGULAR AGENDA

NEW BUSINESS

1. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ISSUE A PURCHASE ORDER TO THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA TO PURCHASE IMPORTED WATER FOR THE 2022-2023 FISCAL YEAR FOR FIVE HUNDRED THOUSAND DOLLARS ($500,000)

2. AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING MITIGATED NEGATIVE DECLARATION NO. 949 AND MITIGATION MONITORING REPORTING PROGRAM, CHANGE OF ZONE CASE NO. 2020-004, A REQUEST TO CHANGE THE ZONING OF 501-545 EAST COMPTON BOULEVARD, 601-625 EAST COMPTON BOULEVARD, 112 NORTH WILLOW AVENUE AND 107 NORTH SANTA FE AVENUE FROM LIMITED COMMERCIAL (CL) AND PARKING/HIGH DENSITY RESIDENTIAL (PRH) TO SPECIFIC PLAN (SP) AND ADOPT THE 501-601 EAST COMPTON BOULEVARD SPECIFIC PLAN (First Reading)

3. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING MITIGATED NEGATIVE DECLARATION NO. 949 AND MITIGATION MONITORING REPORTING PROGRAM AND ORDERING THE VACATION OF A SECTION OF NORTH WILLOW AVENUE, 40 FEET BY 135 FEET, LOCATED ON THE NORTH SIDE OF EAST COMPTON BOULEVARD (STREET VACATION NO. 2020-03)

COUNCIL COMMENTS

ADJOURNMENT

NEXT REGULAR MEETING: 9/20/2022 @ 5:30 PM

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

September 13, 2022

TO: **MAYOR AND CITY COUNCIL MEMBERS**

FROM: **MUNICIPAL WATER DEPARTMENT**

SUBJECT: **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ISSUE A PURCHASE ORDER TO THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA TO PURCHASE IMPORTED WATER FOR THE 2022-2023 FISCAL YEAR FOR FIVE HUNDRED THOUSAND DOLLARS ($500,000)**

SUMMARY

This Resolution authorizes the City Manager to issue a purchase order to Metropolitan Water District of Southern California (MWD) in the amount of $500,000 to pay for capacity charges, readiness to serve charges, and to purchase imported water for Fiscal Year 2022-2023.

BACKGROUND

The Compton Municipal Water Department (Department) provides for the City's water demands through two sources; groundwater pumping wells and imported water from the Metropolitan Water District of Southern California (MWD).

STATEMENT OF THE ISSUE

The Department delivers a total annual demand of approximately 7,200 acre-feet of water. This is provided through groundwater pumping rights of 5,780 acre-feet of water (75%) and MWD imported water purchases of approximately 1,420 acre-feet.

The Department produces groundwater through its water rights from City water wells, augmented with additional, leased-in groundwater rights from other entities, and combines this with imported water purchased from MWD to meet the total water demand.

The Department has leased additional water rights for the current Fiscal Year 2022-2023, but must ensure that imported water is made available. The City must pay for services as needed to meet all its anticipated demands, therefore, the Department anticipates purchasing 300 acre-feet of imported water from MWD for the Fiscal Year 2022-2023 to meet its annual demands.

ALTERNATIVE

There are no alternatives. The City is one of the original thirteen-member agencies of MDW and has been a member since 1931. This purchase is to ensure adequate water supplies to meet our total water demand and fulfill our obligation as a member agency.

FINANCIAL IMPACT

The estimated annual cost for purchasing imported water is approximately Five Hundred Thousand Dollars ($500,000) for Fiscal Year 2022-2023.

Funds are allocated in the Fiscal Year 2022-2023 budget and will be allocated annually during the budget development process in the Department's Water Purchase Fund.

Increase Expenditure	Account Description	Amount
5000-850-000-4252	Water Purchase-MWD	$500,000

RECOMMENDATION

Staff recommends the City Council adopt the attached Resolution.

THOMAS THOMAS
CITY MANAGER

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ISSUE A PURCHASE ORDER TO THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA TO PURCHASE IMPORTED WATER FOR FISCAL YEAR 2022-2023 FOR FIVE HUNDRED THOUSAND DOLLARS ($500,000)

WHEREAS, the goals and objectives of the Compton Municipal Water Department (Department) includes maintaining the City's water infrastructure and providing top tier water service to its customers and in doing so must purchase imported water and water rights; and

WHEREAS, the purchase of water from the Metropolitan Water District of Southern California (MWD) will assist the Department in the fulfillment of its goals and objectives; and

WHEREAS, the Department anticipates purchasing 300 acre-feet of imported water for its customers from the MWD for Fiscal Year 2022-2023; and

WHEREAS, the Department delivers a total annual demand of approximately 7,200 acre-feet of water which is provided partly through groundwater pumping rights of 5,780 acre-feet of water (75%) from the Water Replenishment District of Southern California; and

WHEREAS, despite acquiring additional groundwater rights through lease agreements, the City needs to insure it has sufficient rights to meet all its anticipated demands; therefore, it is estimated that the cost for Fiscal Year 2022-2023 will be Five Hundred Thousand Dollars ($500,000.00); and

WHEREAS, funds are allocated in the Department's Fiscal Year 2022-2023 budget in Account No. 5000-850-000-4252.

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

SECTION 1. That the City Manager is hereby authorized to issue a purchase order to the Metropolitan Water District of Southern California in the amount of Five Hundred Thousand Dollars ($500,000.00).

SECTION 2. That funds in the amount of $500,000.00 are allocated in the Fiscal Year 2022-2023 budget in the Water Purchase Fund and increase expenditures in Account No. 5000-850-000-4252 (Water Purchases) by $500,000.00 for this expenditure on an annual basis.

SECTION 3. That a certified copy of this Resolution shall be filed in the offices of the City Manager, City Controller, City Clerk and the Compton Municipal Water Department.

SECTION 4. 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 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-
ABSENT: COUNCIL MEMBERS-
ABSTAINS: COUNCIL MEMBERS-

_____
CITY CLERK OF THE CITY OF COMPTON

September 13, 2022

TO: **HONORABLE MAYOR AND COUNCIL MEMBERS**

FROM: **COMMUNITY DEVELOPMENT DEPARTMENT**

SUBJECT: **AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING MITIGATED NEGATIVE DECLARATION NO. 949 AND MITIGATION MONITORING REPORTING PROGRAM, CHANGE OF ZONE CASE NO. 2020-004, A REQUEST TO CHANGE THE ZONING OF 501-545 EAST COMPTON BOULEVARD, 601-625 EAST COMPTON BOULEVARD, 112 NORTH WILLOW AVENUE AND 107 NORTH SANTA FE AVENUE FROM LIMITED COMMERCIAL (CL) AND PARKING/HIGH DENSITY RESIDENTIAL (PRH) TO SPECIFIC PLAN (SP) AND ADOPT THE 501-601 EAST COMPTON BOULEVARD SPECIFIC PLAN**

SUMMARY

Adoption of the attached ordinance will change the zoning of 501-545 E. Compton Blvd., 601-625 East Compton Blvd., 112 N. Willow Ave. and 107 North Santa Fe and the area subject to the related street vacation case no. 20-003 from (CL), (PRH) to Specific Plan (SP) and adopt the 501/601 E Compton Blvd Specific Plan..

BACKGROUND

KBK Enterprises, LLC is proposing a zone change and specific plan to develop a mixed-use project consisting of 288 residential units (with 20% affordable housing units), 8,945 square feet of ground floor commercial floor space, 36,642 square foot innovation center for established and start-up technology companies, and a multilevel parking structure with levels above and below ground ("Project"). The Project includes requests for Change of Zone, Specific Plan approval, and a related street vacation request for Willow Ave. The proposed Project will be developed on a 2.13-acre site on the north west corner of Compton Blvd. and Santa Fe Ave. located at 501-545 E. Compton Blvd., 601-625 East Compton Blvd., 112 N. Willow Ave. and 107 North Santa Fe Avenue (APN's 6166-022-900-905, 6166-023-900-904).

The Project Site is comprised of several parcels that all are all adjacent to Compton Boulevard and stretch between Santa Fe Ave. and Willow Ave. and Spring Ave. The Project Site is vacant. The parcels that make up this proposed development have been under the control of the City of Compton since 2011. The site will be the first major mixed-use project development in downtown Compton and, the site will be the second project proposed under the new Specific Plan ordinance.

STATEMENT OF ISSUE

Change of Zone

The applicant is proposing a zone change from the current zoning classifications of Limited Commercial (CL) and Parking/High Density Residential (PRH) to the 501/601 E. Compton Blvd. Specific Plan (SP) zone. The zone change will make it easier to facilitate the development of a large, mixed-use project.

Project Site. The proposed zone change will combine two zones into one, which will create new development standards that allow for greater density and taller building height on the Project Site. The zone change will also create a new zone that will allow the proposed Project to be permitted by right and not require the approval of multiple additional entitlements.

The new SP includes new design guidelines for building siting and orientation, building articulation, and acceptable building materials and colors to ensure the development will maintain a high-quality design aesthetic as the uses and businesses at the site change over time. The new SP will be similar to the Planned Development zone and require the Project to provide amenities for the residents such as private open space, areas for recreation and relaxation, and public art. The SP zone will also have guidelines that will encourage pedestrian activity such as, signage, awnings/canopies, storefront design, and outdoor dining design standards. The SP zone allows for uses that were not permitted in the previous zones. The SP zone will also prohibit some former uses that are no longer considered desirable for downtown Compton such as auto repair garages and swap meets. The SP zone provides a list of the uses that will be permitted either by right, through a Conditional Use Permit, a Minor Use Permit, or a Temporary Permit, and explains the decision-making and appeal process for each.

The current Zoning Ordinance states that the High-Density Residential zone can have a maximum of 29 dwelling units per acre. The recent general plan amendment that establishes the new Specific Plan ordinance states that the maximum density for residential units is 175 dwelling units per acre. The proposed Project will provide 288 residential units on a 2.13-acre site. In order to bring the density maximum in line with the new Specific Plan standards and this proposed Project, the 501/601 E. Compton Blvd. Specific Plan must be approved. The current Zoning Ordinance also only allows buildings in the Limited Commercial zone to have a maximum height of 75 feet, however the SP zone will allow a building a height limit of seven floors giving the Project greater flexibility for its overall height, design, and scale. It is anticipated that this type of flexibility will serve as an example for future projects and encourage greater creativity in building design, therefore, staff has no concerns regarding the proposed height limit or density of the new Specific Plan.

Specific Plan Proposal

The proposed Project is a mixed-use development with 288 residential units. The residences will be made up of studio, one-bedroom, and two-bedroom units. The SP zone will require a minimum size of 300 square feet for a studio unit, 400 square feet for a one-bedroom, and 700 square feet for a two-bedroom. The minimum sizes in this Project will exceed the SP zone minimums with 400 square feet for a studio, 500 square feet for a one-bedroom, and 825 square feet for a two-bedroom, with the two-bedroom units going up to a maximum of 975 square feet. All the units will have a washer and dryer, heating and AC, and personal storage space aside from closet and pantry space. In addition, the residents will have exclusive access to a residential lobby, leasing office, outdoor areas with BBQ grilling facilities, an exercise room, a swimming pool, a mail/parcel room, and underground parking in the Project's multilevel parking structure. A quarter of the units will have a private balcony. The balcony units will face Compton Boulevard only to provide privacy to the existing residences in the rear of the development.

The proposed Project will provide a significant amount of public and private open space. The SP zone requires that private open space and common open space be provided for residents.

In the proposed Project there will be 5,850 square feet of private open space and 19,350 square feet of common open space for a total of 25,200 square feet of residential open space. The project will also provide 8,500 square feet of commercial open space in the form of rooftop gardens and observation decks bringing the total amount of open space to 39,700 square feet for the development.

In addition to the requirement for open space, the SP zone will permit the creation of a public plaza. This Project proposes to create a public plaza located in the vacated portion of Willow Avenue that is adjacent to Compton Blvd. The public plaza will be 6,000 square feet in size. It will serve as the focal point for activity as it will be located in the center of the development. It will be a place to meet, congregate, and see the public art that will be put on display. Above the public plaza there will be a bridgeway that will connect the east and west portions of the development and allow residents from one side to access the amenities on the other side of the property. For example, residents who live near Spring Avenue will be able to use the bridgeway to gain access to the swimming pool and exercise room which are located near Santa Fe Avenue. The bridgeway will be 25-30 feet above the public plaza.

The SP zone establishes the location of commercial uses on the property. The ground floor level will have over 8,945 square feet of commercial space. This space is intended for primarily retail businesses, restaurants, and commercial service businesses that will have storefronts and visible areas facing Compton Blvd. However, a commercial kitchen for catering businesses could be permitted on the ground level as well. The ground floor level will also have 1,263 of commercial support space for the site. This includes loading and unloading areas, refuse/recycling enclosures, and storage space. The SP zone permits commercial space to be used for business and creative office space. This will be permitted on the mezzanine/second, third, and fourth floors.

The SP zone will permit the construction of a 36,642 square foot innovation center. The center will be comprised of four levels. The ground floor will house a museum and art gallery that will be open to the public. The ground level will also some flex area for business meetings, presentations, small screenings, and live events. The upper levels of the innovation center will have a variety of creative offices, audio and video production facilities, a possible commercial kitchen space, meeting rooms, a room for wellness activities, storage of technology equipment, a coffee bar and the center's cafeteria. Such a use is not permitted in the current zoning on the site and the SP will now permit such a center to operate on the site.

The SP zone strives to encourage people to use other means of travel instead of using an automobile, therefore, parking for the site will be provided in several ways. The SP zone will accomplish this by requiring short term and long-term bicycle parking for residents, employees, and visitors. Due to this requirement the proposed Project will provide a total of 361 long term bicycle spaces and 39 short term bicycle spaces.

The SP zone also encourages using alternative methods of travel by requiring less parking than what would be normally required for such a development. Per the SP zone, all commercial uses will be parked at a ratio of 1 parking space per 400 square feet. However, no more than 25% of all commercial space shall be used for food and beverage establishments. All apartments will be provided one parking space per unit. The total number of parking spaces on the site will be 407 parking spaces with 288 spaces allocated for residential use and 119 spaces allotted for commercial use. The site is less than ½ mile away from a Metro train station, which is also a transit hub for several buses and there are at least six major bus routes within one block of the

intersection of Compton Blvd. and Santa Fe Blvd., thereby providing several forms of alternative transportation that will be near the project site.

Environmental Review:

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

A Mitigated Negative Declaration ("MND") is a determination that the proposed project will not have a significant effect on the environment with the implementation of the 7 mitigation measures. The proposed Zone Change and Specific Plan, along with the related General Plan Amendment and street vacation, were included as part of the MND review and analysis.

For further details regarding the MND process, refer to the staff report for the related General Plan Amendment.

Another item discussed in the SP zone is street mobility. The SP zone discusses the importance of motorists and pedestrians having easy circulation around the project site. A Traffic Impact Analysis/Study was prepared by Iteris Traffic Engineering Group. The report evaluated the potential traffic impacts created by the proposed development in terms of level of service (LOS). Although the CEQA analysis is based on vehicle miles traveled (VMT), the LOS analysis is used to consider general plan conformity and to determine whether conditions of approval are warranted. According to the report is it estimated that the proposed Project when completed and occupied will generate an increase of up to 1,247 new daily vehicle trips with 106 trips during the am peak hour and 132 trips during the pm peak hour. The two intersections that were studied were Alameda St. and Compton Blvd. and Santa Fe Ave. and Compton Blvd.

The study evaluated the potential traffic growth based on the current street configuration of the studied intersections and added future traffic conditions. The projected traffic numbers were then analyzed by using both Level of Service (LOS) and Vehicle Miles Traveled (VMT) standards and determined that no significant traffic impacts would be caused by the proposed development. The traffic study identified the intersections of Alameda and Compton Blvd. and Santa Fe and Compton Blvd. as major traffic areas. The study results show that the intersections would maintain their current levels of service even with the existence of the Project, which is slated to open in 2024. The intersections Alameda and Santa Fe would maintain their respective levels of C and D in the am peak hours and levels D and C in the pm peak hours. The level of service "D" on an "A to F" is the minimum acceptable standard. The state law changed in 2021 requiring CEQA traffic reports to stop analyzing LOS and switch to VMT as the metric to measure a project's potential traffic impacts for CEQA purposes. However, both were used in this study as Compton and other cities still use the LOS metric to determine traffic impact on their streets and for general plan conformity. Based on analysis of the data, Iteris determined that the Project's projected traffic will have a less than significant impact on the surrounding area from a VMT perspective.

While the Project does not meet the VMT threshold for having a significant impact on the surrounding area, the City of Compton had their transportation consultants, InterWest Traffic Engineering, analyze the proposed Project and surrounding and they came up with several traffic

recommendations that the city will ensure are implemented during the construction of the Project through imposition of conditions of approval on the Specific Plan. The traffic recommendations are as follows:

- Modify on-street parking with red-curb just north of proposed driveway on Santa Fe Avenue to accommodate an entry lane into the site and to improve visibility when exiting the site.
- Consider installation of a "KEEP CLEAR" zone on Santa Fe Avenue at the project driveway to allow exiting vehicles to access all lanes during peak hours and to minimize conflicts.
- Based on the trip assignment it appears that a significant amount of project traffic will utilize the Santa Fe Avenue driveway. Given this, re-stripe Santa Fe Avenue at Compton Blvd to extend the existing SB right-turn only lane and modify signal operations to include a right-turn overlap phase for SB Santa Fe Avenue at Compton Blvd.
- Due to increased pedestrian activity as a result of the project, modify signal operations at Santa Fe Avenue and Compton Blvd to include a leading pedestrian interval phase.

FISCAL IMPACT

There is no direct fiscal impact to the General Fund that will result from the adoption of the attached Ordinance and Resolution. The proposed Change of Zone Ordinance and Specific Plan Resolution establish the zone and development regulations pertaining to development of the subject site 501-545 E. Compton Blvd., 601-625 East Compton Blvd., 112 N. Willow Ave. and 107 North Santa Fe Avenue. Additionally, it is anticipated the Project will increase the City's property tax base.

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 30-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.

FINDINGS FOR APPROVAL OF CHANGE OF ZONE CASE NO. 2020-004:

1. That the change of zone from Limited Commercial (CL) and Parking/High Density Residential (PRH) to Specific Plan (SP) zone will be in conformance with the existing general plan land use designation of Specific Plan when adopted and will therefore achieve consistency between the General Plan and Zoning map. Further, the Project is consistent with the General Plan in that the new land use designation will be consistent with existing land use patterns of the surrounding neighborhood and the policies of the General Plan including circulation element, land use element including:

    - **Land Use Element, Goal 1:** *Revitalize Compton, and create a safe, attractive, desirable community which attracts new businesses and residents of all income ranges.*
    - **Land Use Element, Policy 1.6***: Promote quality design in new development projects.*
    - **Land Use Element, Policy 1.8:** *Use specific plans and similar planning approaches as means to focus revitalization efforts on target neighborhoods.*
    - **Land Use Element, Policy 2.4:** *Create an identifiable Central Business District around the existing government center*
    - **Land Use Element Policy 4.3:** *Include necessary infrastructure improvements in project plans and funding arrangements in areas targeted for redevelopment and revitalization.*
    - **Land Use Element, Policy 4.6:** *Allow for integrated, mixed use developments which locate retail and service commercial uses within easy walking distance of the residential neighborhoods they are intended to serve.*
    - **Housing Element, Goal 1:** *The City of Compton will improve the housing supply and the choice of housing opportunities through private investment and, where necessary, through public action and financing.*
    - **Housing Element, Goal 4:** *The City of Compton will encourage development of a viable urban community consistent with orderly growth and environmental conservation to provide suitable living environments, with access to employment, community facilities, and services.*
    - **Housing Element, Policy 4.1:** *The City of Compton will reserve the existing residential neighborhoods and provide areas to accommodate new residential development.*
    - **Housing Element, Policy 2.3:** *The City of Compton will encourage variety in the supply of housing at costs affordable to the various income levels of the population.*
    - **Urban Design Element, Goal 1:** *Improve the City's image and appearance through a combination of design guidelines and regulations, public investment, and private incentives.*

- **Urban Design Element, Goal 2:** *Eliminate blighting conditions and neighborhood deterioration Citywide to achieve an improved urban environment.*
- **Urban Design Element, Policy 2.3:** *Encourage mixed use residential and retail/service commercial developments along Compton and Rosecrans Boulevards and Wilmington Avenue.*
- **Circulation Element, Goal 6:** *Encourage bicycle and pedestrian travel as an alternative to motorized transportation.*
- **Circulation Element, Policy 6.2:** *Allow for mixed use developments which integrate residential and compatible non-residential uses, and ensure such developments incorporate features which facilitate bike use and pedestrian travel.*
- **Circulation Element, Policy 1.5:** *Provide commercial areas that are conducive to pedestrian and bicycle circulation*;

2. That the change of zone from Limited Commercial (CL) and Parking/High Density Residential (PRH) to Specific Plan (SP) zone is more suitable for the subject site than the uses currently permitted in that the new land use designation will be consistent with existing low density residential land use patterns of the surrounding neighborhood for the reasons set forth in paragraph 1 above; and

3. That the change of zone from Limited Commercial (CL) and Parking/High Density Residential (PRH) to Specific Plan (SP) zone will be not be detrimental to the surrounding area in that the amendment will combine two zoning districts into one SP designation to allow for coordinated and comprehensive development of the site, which will have positive environmental, economic and fiscal impacts for the community.

FINDINGS FOR APPROVAL OF 501/601 E. COMPTON BLVD. SPECIFIC PLAN:

1. The proposed Specific Plan is consistent with the General Plan goals, policies, and implementation programs in that the Specific Plan will be an implementation of the proposed General Plan land use designation of Specific Plan, and compatible with the existing patterns of zoning, land use and development in the surrounding area in that the new land use designation will be consistent with existing land use patterns of the surrounding neighborhood.
2. The land use and development regulations within the Specific Plan provide enhancements to the use and design of the subject site that would otherwise not be available through categorical Zoning, including the land uses of residential, retail, and restaurants operating by right on the same site. And, the development standards of the Specific Plan that allow a higher density and overall height than the current zoning.
3. The administration and permit processes within the Specific Plan are consistent with the administration and permit processes of the Zoning Ordinance in that the Specific Plan clearly defines what uses are permitted by right and what uses will require an entitlement such as a Conditional Use Permit or Minor Use Permit. The Specific Plan also clearly states which uses are prohibited in the Specific Plan.
4. The Specific Plan will not be detrimental to the health, safety, comfort, convenience, and general welfare of the neighborhood or result in a downgrade for the community because the Specific Plan envisions an enhanced comprehensive development plan for the project

site, will enhance the neighborhood, and as described in the Initial Study/Mitigated Negative Declaration, will not result in any significant unmitigable impacts on the environment.

5. The Specific Plan will not adversely affect such necessary community services as traffic, circulation, sewage disposal, fire protection, and water supply for the reasons set forth in the Initial Study/Mitigated Negative Declaration prepared for the Project.

Planning Commission Decision Recommendation

The Planning Commission at its June 16, 2021 meeting adopted a resolution recommending that the City Council deny the proposed Change of Zone Ordinance and Specific Plan. In general, the Planning Commission reasons for denial were that the proposed project will create increased traffic on Compton Blvd., Santa Fe Avenue, Palmer Avenue and the density is too high of 290 units; there is no playground for children; 7-story building is too high; and there are not enough parking spaces provided for residents.

RECOMMENDATION

Staff is recommending of approval because:

- The proposed project is consistent with the City's new Specific Plan Ordinance adopted by the City Council on May, 18, 2021.
- The project site has been vacant for over 15 years creating significant blight and numerous health and safety issues for the community.
- The proposed project will create significant property and sales tax revenue growth, which contributes to increased general fund revenues that can be used for programs and services for the community.

Therefore, staff recommends the City Council approve the proposed Change of Zone Case No. 2020-004 and adopt the proposed 501/601 E Compton Blvd. Specific Plan.

ROBERT DELGADILLO
COMMUNITY DEVELOPMENT DEPARTMENT

APPROVED FOR FORWARDING:

THOMAS THOMAS
CITY MANAGER

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING MITIGATED NEGATIVE DECLARATION NO. 949 AND MITIGATION MONITORING REPORTING PROGRAM, CHANGE OF ZONE CASE NO. 2020-004, A REQUEST TO CHANGE THE ZONING OF 501-545 EAST COMPTON BOULEVARD, 601-625 EAST COMPTON BOULEVARD, 112 NORTH WILLOW AVENUE AND 107 NORTH SANTA FE AVENUE FROM LIMITED COMMERCIAL (CL) AND PARKING/HIGH DENSITY RESIDENTIAL (PRH) TO SPECIFIC PLAN (SP) AND ADOPT THE 501-601 EAST COMPTON BOULEVARD SPECIFIC PLAN

WHEREAS, KBK Enterprises has made an application for a change of zone in accordance with Section 30-28 of the Compton Municipal Code to change the zoning of the subject property from Limited Commercial (CL), Parking/High Density Residential (PRH) to Specific Plan (SP) and for the adoption of the 501/601 E Compton Blvd. specific plan, for a certain real property situated in the City of Compton, legally described as follows:

APN's 6166-022-900-905, 6166-023-900-904: located at 501-545 E. Compton Blvd., 601-625 East Compton Blvd., 112 N. Willow Ave. and 107 North Santa Fe Avenue and the area subject to the related street vacation no. 20-003 (the "Project Site"); and

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

WHEREAS, Change of Zone Case No. 2020-004 was processed in accordance with Compton Municipal Code (CMC) 30-28; and

WHEREAS, there is a need for this zone change to be approved to accommodate a large mixed-use, multi-story project in downtown Compton; and

WHEREAS, the zone change will encourage and create additional mixed-use residential and commercial developments along Compton Boulevard; and

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

WHEREAS, 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, 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 30-day public review period, mailed to abutting property owners, and posted on the City's website; and

WHEREAS, the Planning Commission held a public workshop on May 26, 2021 and discussed the purpose, scope, and size of the proposed Project, and held a duly noticed public hearing on June 16, 2021, at which time the Commission adopted Resolution No. 4015, recommending that the City Council disapprove the General Plan Amendment, Change of Zone and Specific Plan, and not adopt Mitigation Negative Declaration No. 949 and the Mitigation Monitoring and Reporting Program for the Project for the reasons set forth in that Resolution; and

WHEREAS, notice of the public hearing was published in the Compton Bulletin on March 16, March 23, and May 25, 2022; and

WHEREAS, a public hearing on said request to change the zoning was held before the City Council on September 6, 2022; and

WHEREAS, the City Council considered all the information presented pertaining to the Change of Zone No. 2020-004 and the 501/601 E Compton Blvd. specific plan; and

WHEREAS, the City Council being fully informed:

F I N D S

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 30-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.

FINDINGS FOR APPROVAL OF CHANGE OF ZONE CASE NO. 2020-004:

1. That the change of zone from Limited Commercial (CL) and Parking/High Density Residential (PRH) to Specific Plan (SP) zone will be in conformance with the existing general plan land use designation of Specific Plan and will therefore achieve consistency between the General Plan and Zoning map. Further, the Project is consistent with the General Plan in that the new land use designation will be consistent with existing land use patterns of the surrounding neighborhood and the policies of the General Plan including circulation element, land use element including:

   Land Use Element, Goal 1: *Revitalize Compton, and create a safe, attractive, desirable community which attracts new businesses and residents of all income ranges.*
   Land Use Element, Policy 1.6*: Promote quality design in new development projects.*
   Land Use Element, Policy 1.8: *Use specific plans and similar planning approaches as means to focus revitalization efforts on target neighborhoods.*
   Land Use Element, Policy 2.4: *Create an identifiable Central Business District around the existing government center*
   Land Use Element Policy 4.3: *Include necessary infrastructure improvements in project plans and funding arrangements in areas targeted for redevelopment and revitalization.*
   Land Use Element, Policy 4.6: *Allow for integrated, mixed use developments which locate retail and service commercial uses within easy walking distance of the residential neighborhoods they are intended to serve.*

   Housing Element, Goal 1: *The City of Compton will improve the housing supply and the choice of housing opportunities through private investment and, where necessary, through public action and financing.*
   Housing Element, Goal 4: *The City of Compton will encourage development of a viable urban community consistent with orderly growth and environmental conservation to provide suitable living environments, with access to employment, community facilities, and services.*
   Housing Element, Policy 4.1: *The City of Compton will reserve the existing residential neighborhoods and provide areas to accommodate new residential development.*
   Housing Element, Policy 2.3: *The City of Compton will encourage variety in the supply of housing at costs affordable to the various income levels of the population.*

Urban Design Element, Goal 1: *Improve the City's image and appearance through a combination of design guidelines and regulations, public investment, and private incentives.*
Urban Design Element, Goal 2: *Eliminate blighting conditions and neighborhood deterioration Citywide to achieve an improved urban environment.*
Urban Design Element, Policy 2.3: *Encourage mixed use residential and retail/service commercial developments along Compton and Rosecrans Boulevards and Wilmington Avenue.*
Circulation Element, Goal 6: *Encourage bicycle and pedestrian travel as an alternative to motorized transportation.*
Circulation Element, Policy 6.2: *Allow for mixed use developments which integrate residential and compatible non-residential uses, and ensure such developments incorporate features which facilitate bike use and pedestrian travel.*

Circulation Element, Policy 1.5: *Provide commercial areas that are conducive to pedestrian and bicycle circulation*;;

2. That the change of zone from Limited Commercial (CL) and Parking/High Density Residential (PRH) to Specific Plan (SP) zone is more suitable for the subject site than the uses currently permitted in that the new land use designation will be consistent with existing low density residential land use patterns of the surrounding neighborhood for the reasons set forth in paragraph 1 above; and,

3. That the change of zone from Limited Commercial (CL) and Parking/High Density Residential (PRH) to Specific Plan (SP) zone will be not be detrimental to the surrounding area in that the amendment will combine two zoning districts into one SP designation to allow for coordinated and comprehensive development of the site, which will have positive environmental, economic and fiscal impacts for the community..

FINDINGS FOR APPROVAL OF 501/601 E. COMPTON BLVD. SPECIFIC PLAN:

1. The proposed Specific Plan is consistent with the General Plan goals, policies, and implementation programs in that the Specific Plan will be an implementation of the proposed General Plan land use designation of Specific Plan, and compatible with the existing patterns of zoning, land use and development in the surrounding area in that the new land use designation will be consistent with existing land use patterns of the surrounding neighborhood.

2. The land use and development regulations within the Specific Plan provide enhancements to the use and design of the subject site that would otherwise not be available through categorical Zoning, including the land uses of residential, retail, and restaurants operating by right on the same site. and, the development standards of the Specific Plan that allow a higher density and overall height than the current zoning.

3. The administration and permit processes within the Specific Plan are consistent with the administration and permit processes of the Zoning Ordinance in that the Specific Plan clearly defines what uses are permitted by right and what uses will require an entitlement such as a Conditional Use Permit or Minor Use Permit. The Specific Plan also clearly states which uses are prohibited in the Specific Plan.

4. The Specific Plan will not be detrimental to the health, safety, comfort, convenience, and general welfare of the neighborhood or result in a downgrade for the community because the Specific Plan envisions an enhanced comprehensive development plan for the project site, will enhance the neighborhood, and as described in the Initial Study/Mitigated Negative Declaration, will not result in any significant unmitigable impacts on the environment.

5. The Specific Plan will not adversely affect such necessary community services as traffic, circulation, sewage disposal, fire protection, and water supply for the reasons set forth in the Initial Study/Mitigated Negative Declaration prepared for the Project.

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

Section 1. The City Council, adopts Mitigated Negative Declaration No. 949 and a Mitigation Monitoring and Reporting Program for the Project. The documents and other material that constitute the record on which this decision is based are located in the Department of Community Development and are in the custody of the Director of Community Development.

Section 2. That the zoning of 501-545 East Compton Blvd., 601-625 East Compton Blvd., 112 North Willow Ave. and 107 North Santa Fe Avenue, (APN's 6166-022-900-905, 6166-023-900-904) and including the area subject to the related street vacation No 20-003 if and when vacated, is hereby changed from Limited Commercial (CL) and Parking/High Density Residential (PRH) to Specific Plan (SP) and 501/601 E Compton Blvd. specific plan is adopted.

Section 3. That the conditions of approval shown on Attachment A, attached herein, shall apply to the 501/601 E. Compton Blvd Specific Plan:

Section 4. 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 5. That a copy of this Ordinance shall be filed in the offices of the City Clerk, City Manager, Building & Safety and Community Development Department (Planning).

Section 6. That this Ordinance shall take effect thirty (30) days after adoption by the City Council.

Section 7. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Ordinance and shall cause same to be published as required by law.

ADOPTED this _____ day of _____, 2022.

_____
MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

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

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

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

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

_____
CITY CLERK OF THE CITY OF COMPTON

ATTACHMENT A
Conditions of Approval for 501/601 E Compton Blvd Specific Plan

1. 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 12.3% 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.
2. 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.
3. That each unit shall have separate utility service individually metered (i.e. electric, water, gas, etc.).
4. That the applicant and/or developer shall replace and/or repair sidewalks, curbs, gutters or parkways located adjacent to the subject site along Compton Blvd., Santa Fe Ave and Spring Street, as required and directed by the Public Works Director.
5. That grading, drainage, and hydrology plans, as required by Public Works Department, shall be submitted to and approved by the City Engineer prior to issuance of Building permits.
6. That all utility lines (i.e. electric, street lighting, cable/satellite television, telephone, etc.) shall be placed underground.
7. 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.
8. 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.
9. That a Photometric Lighting plan for all pedestrian and vehicle driving areas shall be submitted to and approved by the Community Development Department prior the submittal of plans for Building Plan Check. The lighting plan shall include provisions for minimizing offsite glare and insuring a minimum of one-foot candle of illumination on all pedestrian and vehicle driving areas.
10. That prior to issuance of Building Permits, the applicant shall submit a site and circulation plan for review 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 points, etc.
11. That the number, spacing, and location of all required fire hydrants shall be reviewed and approved by the Fire and Water Departments.
12. That the proposed development shall be contingent on the adoption of Mitigated Negative Declaration No. 949, approval and approval of Change of Zone Case No. 2020-004 and the ordinance approving the Change of Zone taking effect.
13. Construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices to the extent feasible.
14. Noise and ground borne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.
15. Barriers such as, but not limited to, plywood structures or flexible sound control curtains extending eight feet in height shall be erected around the perimeter of active construction areas wherever feasible and physically possible to minimize the amount of noise during construction on the nearby noise-sensitive uses.
16. A construction site notice shall be provided that includes the job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public. (
17. Prior to the issuance of building permits for the proposed project, the Project Applicant shall provide verification that the project meets all fire flow requirements determined by the Fire Department.
18. The project developer shall implement all of the following traffic conditions of approval :

- Modify on-street parking with red-curb just north of proposed driveway on Santa Fe Avenue to accommodate an entry lane into the site and to improve visibility when exiting the site.
- Consider installation of a "KEEP CLEAR" zone on Santa Fe Avenue at the project driveway to allow exiting vehicles to access all lanes during peak hours and to minimize conflicts.
- Based on the trip assignment it appears that a significant amount of project traffic will utilize the Santa Fe Avenue driveway. Given this, re-stripe Santa Fe Avenue at Compton Blvd to extend the existing south bound right-turn only lane and modify signal operations to include a right-turn overlap phase for south bound Santa Fe Avenue at Compton Blvd.
- Due to increased pedestrian activity as a result of the project, modify signal operations at Santa Fe Avenue and Compton Blvd to include a leading pedestrian interval phase.

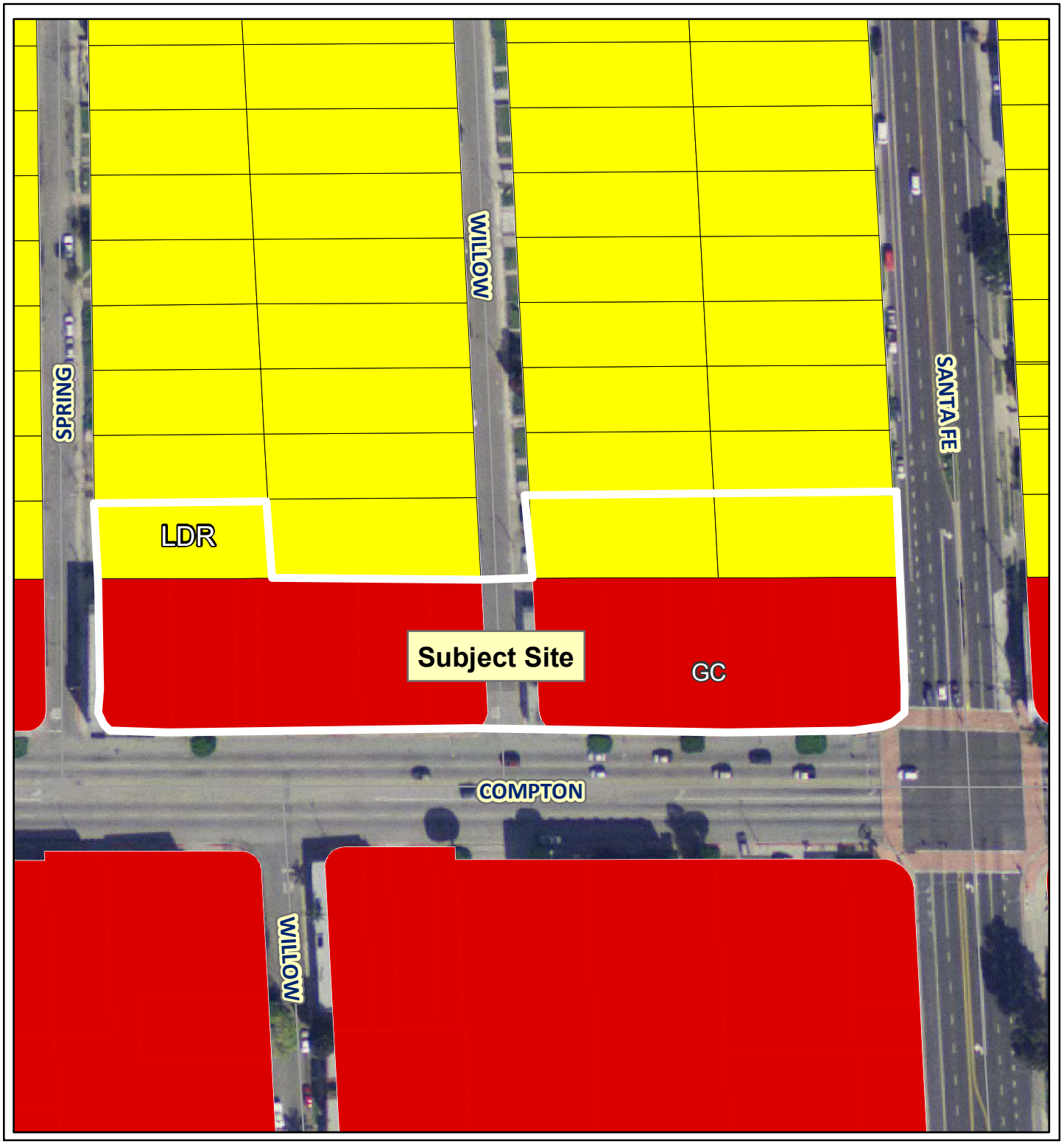
Standard Conditions of Approval:

19. That the property shall be developed substantially in accordance with the approved site plan, floor plans, elevations, improvement plans and other documents for Change of Zone Case No. 2020-004, unless otherwise modified by the Community Development Department. Substantial changes/modifications shall be referred back to Planning Commission for review and determination.
20. 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.
21. 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.
22. That the applicant or property owner shall be responsible for maintenance of the property in accordance with all applicable local ordinances.
23. That all building pad elevations shall be above the flood level per current LA County Flood Control District's requirements. Submit Hydrology/hydraulics analysis in compliance with L.A.C.F.C.D.'s requirements for review and approval by the City.
24. 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, SWPPP, SUSMP, etc.) requirements.
25. 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.
26. 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, knox-box or key, on-site fire hydrants, fire escapes, fire alarms etc.
27. That all emergency and fire access points and fire lanes shall be maintained free of obstructions at all times.
28. All entry gates or restricted access points shall also be equipped with Knox boxes or Knox key switches for power-activated gates, as approved by the Fire Department.
29. 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.
30. 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.
31. 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.
32. That failure, at any time, to exercise this use (development of 288 units) for 24 consecutive months subsequent to the date of approval shall render the 501-600 Compton Specific Plan 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.
33. All mitigation measures set forth in the Mitigation Monitoring and Reporting Program adopted for this project are hereby made conditions of approval on the Project and shall be implemented accordingly.

CITY OF COMPTON

GENERAL PLAN MAP

General Plan Amendment Case No. 2020-0004
Change of Zone Case No. 2020-0004
Street Vacation Case No. 2020-003
Mitigated Negative Declaration No. 949
501-601 E. Compton Blvd.



Legend

- City Limits
- 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
- parcels

N

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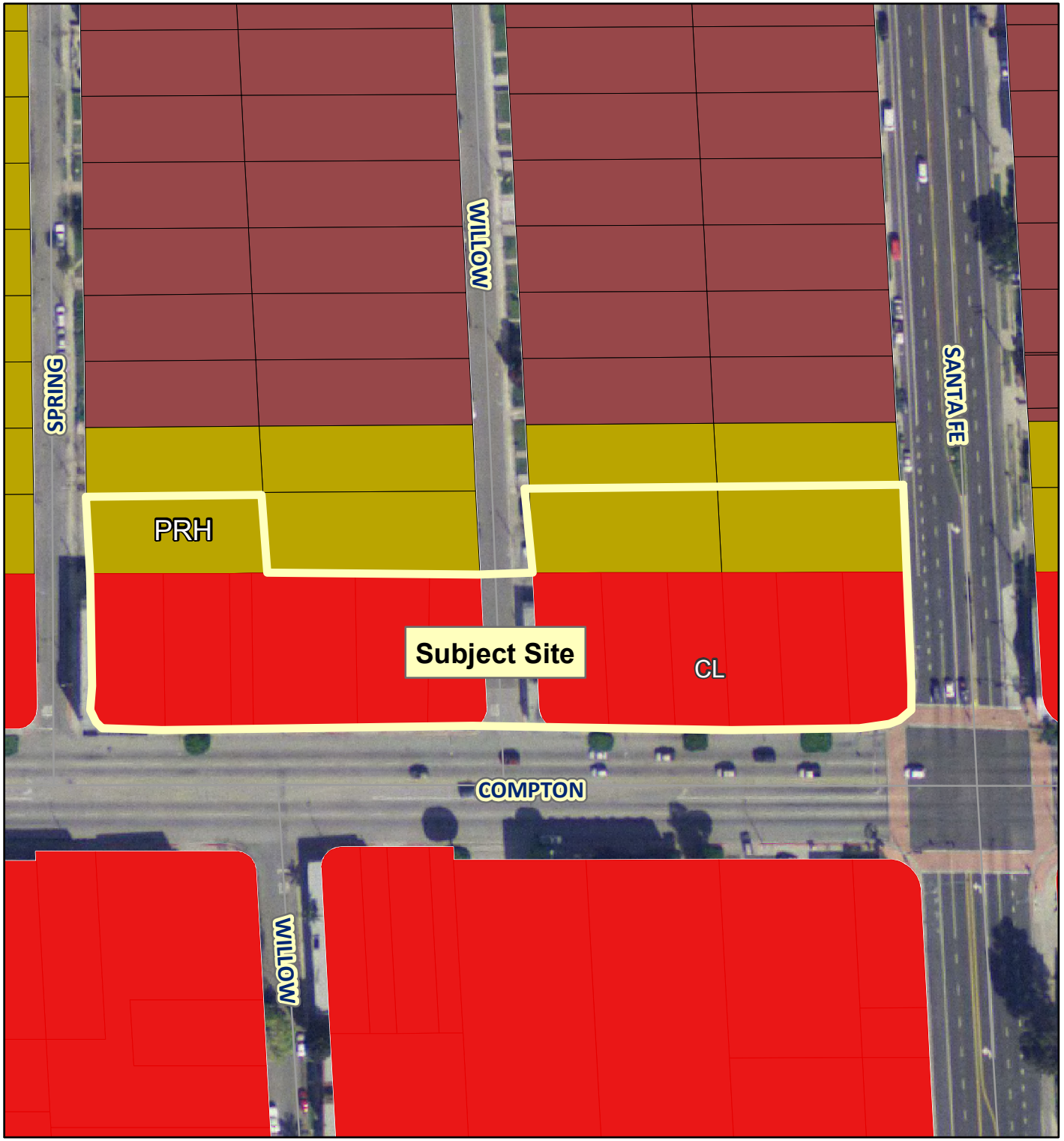

CITY OF COMPTON

ZONING MAP

General Plan Amendment Case No. 2020-0004
Change of Zone Case No. 2020-0004
Street Vacation Case No. 2020-003
Mitigated Negative Declaration No. 949
501-601 E. Compton Blvd.

Legend

- City Limits
- 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
- parcels

N

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CITY OF COMPTON

AERIAL MAP

General Plan Amendment Case No. 2020-0004
Change of Zone Case No. 2020-0004
Street Vacation Case No. 2020-003
Mitigated Negative Declaration No. 949
501-601 E. Compton Blvd.

Legend

City Limits

parcels

N

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CITY OF COMPTON

501/601 E. Compton Blvd. Specific Plan

Revised Public Hearing Draft - August 10, 2022



1. INTRODUCTION AND PROJECT DESCRIPTION

1.1 PURPOSE

The 501/601 East Compton Boulevard is a Specific Plan which is intended to establish land use development regulations. As these development regulations are not at this time available in the Compton Municipal Code, the 501/601 East Compton Boulevard Specific Plan introduces them in order to regulate the development of a proposed mixed-use project on City and Successor Agency-owned land at the addresses of 501 and 601 East Compton Boulevard, Compton, California 90220.

What is a Specific Plan?

A Specific Plan is a regulatory tool that local governments use to implement their General Plan and to guide development in a localized area. While the General Plan is the overall guide for growth and development in a community, the goal of a Specific Plan is to focus on the unique characteristics of a special area by customizing the planning process and land use regulations to that area. The authority for preparation and adoption of specific plans is set forth in the California Government Code, Sections 65450 through 65457. The California Government Code authorizes jurisdictions to adopt specific plans by ordinance as regulatory documents. The law allows adoption of Specific Plans as may be required for the implementation of the General Plan.

1.2 PROJECT LOCATION

Figure 1-1 shows the Specific Plan area, which is located on the north side of Compton Boulevard between Spring Avenue and Santa Fe Avenue. The parcels in question have multiple addresses, but they are summarized as 501/601 E. Compton Boulevard for the purposes of this Specific Plan. The 501 block refers to the western block between Spring Avenue and Willow Avenue, and the 601 block refers to the eastern block between Willow Avenue and Santa Fe Avenue.

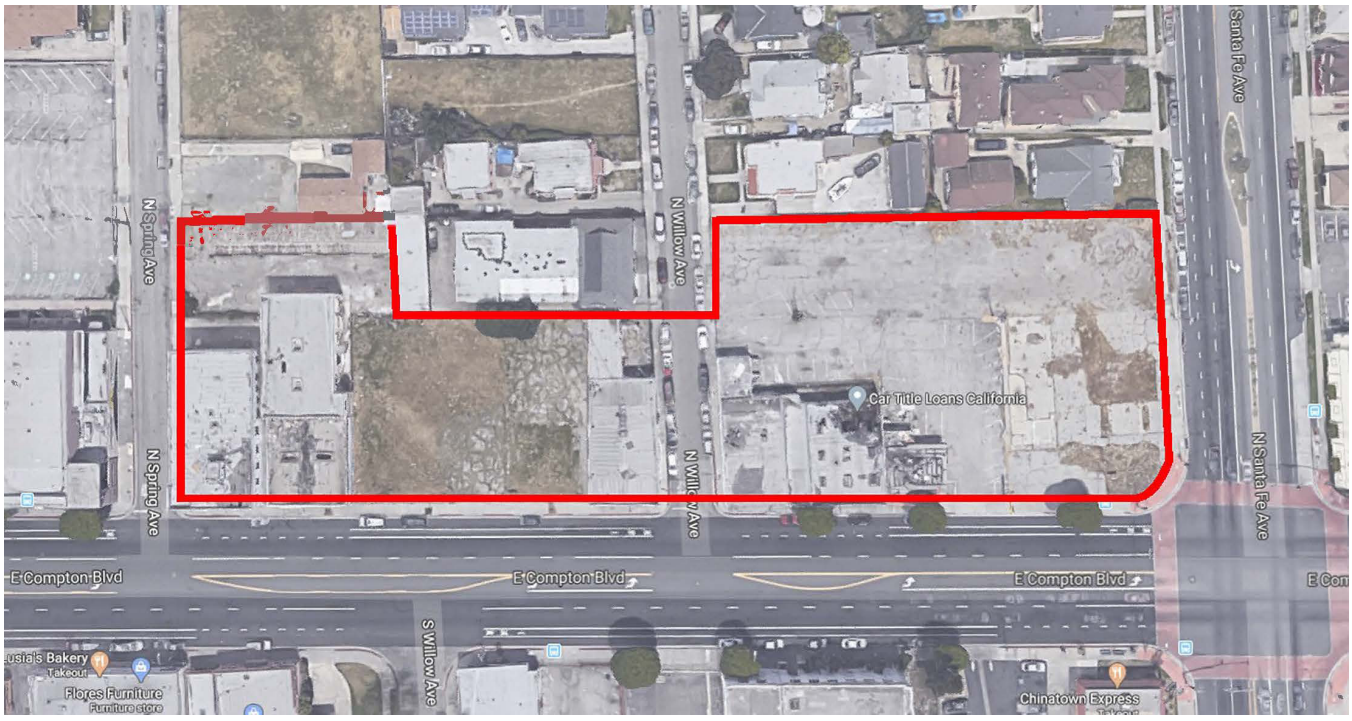


Figure 1-1: Specific Plan Area

1.3 PROJECT DESCRIPTION

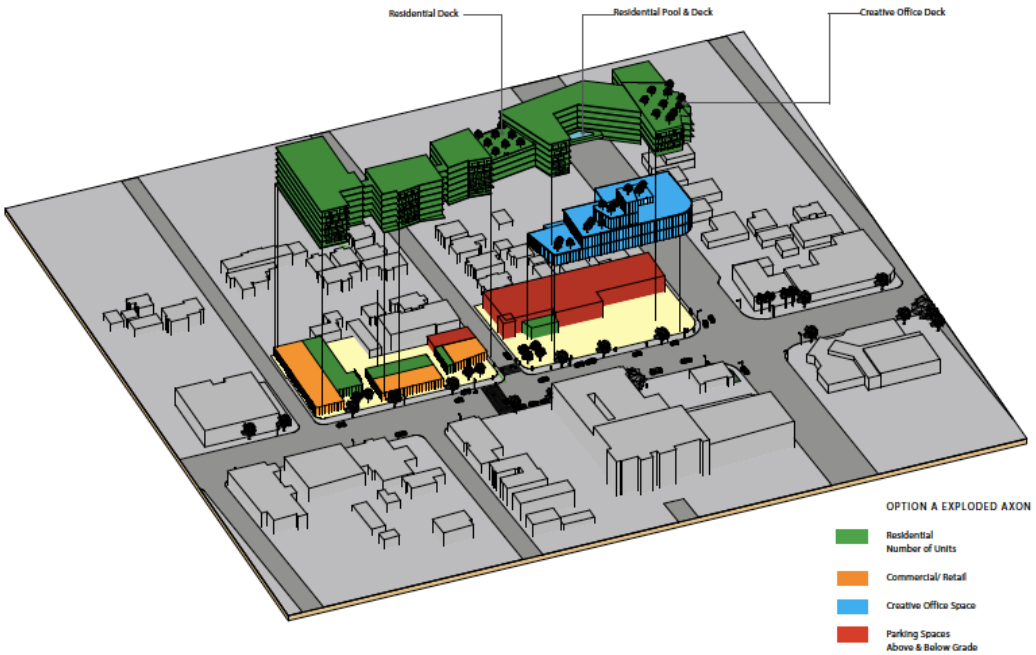
Project sponsor KBK Enterprises proposes a development at 501/601 E. Compton Boulevard which includes the following elements:

- 36,642 sf Compton Innovation Hub and Creative Studios
- 8,945 sf of retail uses
- 288 residential units
- Pedestrian plaza (Willow Plaza)
- 407 parking spaces

All uses will be accommodated in a seven-story structure which will be broken up into different vertical modules and which will bridge over Willow Street. The building will have a maximum height of 85 feet, not including mechanical equipment hidden from public view. Massing is oriented toward Compton Boulevard, with lower heights on the south side of the project. The overall building area is presented in Table 1.1, and the planned distribution of uses is shown in Figure 1-2. Construction is planned to initiate in 2022 and complete in 2024.

TABLE 1.1: Building Program

Program Type	Building Area
Residential	198,151 sf
Residential Amenities/Services	58,511 sf
Community Serving Retail	8,945 sf
Innovation Hub and Creative Studios	36,642 sf
Commercial Service Spaces	1,263 sf
Total Building	303,512 sf
Total Site Area	92,954 sf



The individual elements of the development are described below:

1. Compton Innovation Hub and Creative Studios

The Compton Innovation Hub (Hub) and Creative Studios is envisioned to be a curated space designed to cultivate innovation in technology, arts, and entrepreneurial concept and collateral launches for Compton's innovators. The Hub will provide learning labs, co-working and product development/"makers" labs, studios, and recreational space for artists, writers, musicians, designers and tech developers by creating a state of the art, high-energy atmosphere for learning, collaboration, and production.

The Hub will be an approximately 36,642 square-foot innovation hub and creative studios located on four floors on the southeast portion of the site. The primary entrance will be onto Willow Plaza at the current corner of Willow Avenue and Compton Boulevard. The design features tall open spaces with mezzanines and partial upper floors, following the models for recently developed technology spaces in Los Angeles Area - Playa Del Rey and Silicon Beach locations.

Building program elements on each floor are envisioned to include:

- **Ground Floor:** The project includes the development of a ground floor virtual museum and flex space, highlighting the immense talent and creatives that have come from Compton. The flex area will also provide technology components that enable networking events, presentations, small screenings, live performances, collaborative discussions and informal meetings. The area will also include an informational/check-in booth and may include the Hub's cafeteria.
- **Second Floor:** The Hub will also feature learning laboratories, audio and visual production and control facilities, cinema stage, conference/ collaboration rooms, quiet space/ flex working room, recreational/co-working flex area, green rooms, product entrepreneurial product development laboratories, compact commercial kitchen space and coffee bar.
- **Third Floor:** The third floor will feature an exterior deck, exterior working area, flex space equipped for event activations, screenings, networking, and wellness activities. The area will also provide space for ancillary storage and technology units.
- **Fourth Floor:** A small top floor is also connected to an exterior deck and may house the Hub's cafeteria.

The exterior of the Innovation Hub will be a unique experience of outdoor spaces connected all the way up the building with a series of staircases and trees planted on each levels, creating a green extension of the Compton Boulevard streetscape leading to a green roof deck over eighty feet above ground level. The spaces going up the building will be connected into the indoor working environments of the Innovation Hub and provide spaces for outdoor working, meetings and socializing. A mixture of softscape and hardscape will balance space for people with space for vegetation providing shade, urban heat island reduction and reduction of runoff.

2. Willow Plaza

A public pedestrian plaza will be created by closing Willow Avenue to vehicular traffic. This public plaza will become the focus point for the site and the nearby district. The beginning of the Innovation Hub's exterior staircase will spill out onto the plaza with an inviting and uniquely designed seat stair, encouraging people to spend time, view the plaza and intermingle between residents and employees of the Innovation Hub. The floor of the plaza provides an opportunity for signature public art or other horizontal programming such as small performances. West of the center of the plaza will be retail-adjacent areas for outdoor dining, tree planting and more public art that connects the energy of the center of the development with the Compton Boulevard sidewalk.

The building is proposed to bridge over the central/northern section of Willow Plaza, linking residents on both sides of the Willow Avenue with amenities on the opposite side and dividing the more active front side of the building from the more tranquil, residential and neighborly-oriented north side. The portion that is under the bridge will be well lit to provide a safe pathway for residents of the neighborhood to be able to circulate at all hours. The building will be approximately 25 to 30 feet above the plaza.

Public pedestrian access will be assured through the plaza at all times of the day, but there will be no public vehicular access. Removable bollards will be installed to permit vehicles to enter or go through the plaza for temporary or emergency uses. The closure of this area to public vehicular traffic will prevent Willow Avenue from receiving the project's vehicular traffic.

3. Retail Uses

Three spaces for commercial retail uses are proposed, both fronting on the western side of Willow Plaza, facing Compton Boulevard on the block between Spring Avenue and Willow Avenue. These spaces total 8,934 square feet and may be used for a variety of commercial retail uses, including food services. Spaces apt for outdoor dining are provisioned between the retail uses and the public sidewalk.

4. Residential Uses

The 501/601 E. Compton Blvd. development is proposed to include 288 residential units including 58 (20%) affordable. Affordable units will be made affordable to households earning no more than 80% of area median income, with an average affordability of 50% AMI. Approximately 24% are anticipated to be studio units, 36% 1-bedroom units and 39% 2-bedroom units.

All residential units are proposed to be on upper floors except for one short building of two-story loft-style units in the back of the western block. The residential density of the project is up to 135 dwelling units per acre.

The project provides 5,850 sf of private open space, 19,350 sf of common residential open spaces, and 13,000 sf of public open space, in addition to the 8,500 sf of commercial open space located on various roof decks. The project's countable residential open space, as defined with the standards in Section 4.3.5 of this Specific Plan, is 108 square feet per unit. Common residential open spaces include ground-floor courtyards on the western block, a pool area on the third floor, reading nooks and other intimate spaces on the third floor, a roof deck on the fifth floor in the northwest corner of the building, and a roof deck on the seventh floor over the bridge above Willow Avenue.

5. Parking

The project proposes to provide space for 407 parked vehicles, which is in compliance with the standards outlined in Section 4.3.6 of this Specific Plan.

Most commercial parking (retail and Innovation Hub) is located in a small above-grade garage on the first three levels of the building in the northern part of the 601 block of Compton Boulevard. This garage includes 107 parking spaces and is accessed from Santa Fe Avenue.

Residential parking, and a limited amount of commercial employee parking, is located in a below-grade garage with room for 282 vehicles with use of puzzle parking lifts. These lifts can be operated by residents after a quick training and deliver access to all vehicles without need to move other cars. The garage goes below Willow Plaza and covers both blocks in one level that will be approximately 15 feet deep.

6. Access, Security, Lighting and Adjacencies

24-hour public access will be available along all sidewalks and in Willow Plaza, including the connection between Compton Boulevard and Willow Avenue. The Innovation Hub, retail and residential components of the development, however, will all be separated from an access point of view. Entrances into the residential area, with the possible exception of the lobbies, will have access controlled through gates or other mechanisms.

The development will provide comprehensive, downward-directed lighting along all project edges and in all public spaces to ensure a safe environment while avoiding direct light pollution on neighboring properties. A 6' solid masonry wall will divide the 501/601 E Compton Blvd development from these properties, and trees will be planted against this wall on the majority of the property line.

7. Sustainability Features

As a dense, transit-oriented development, the proposed development will use much less building energy per capita and generate a much higher share of low-carbon transportation modes accessing the project, including use of Metro light rail and local buses, walking and biking. The project will also include multiple green roofs on multiple levels that will help to reduce runoff and urban heat island effect.

1.3 APPLICABILITY AND CONFORMITY OF DEVELOPMENT

This Specific Plan describes the development currently being proposed by KBK Enterprises. No construction, modification, addition, or placement of any building or structure shall occur, nor shall any new use commence on any lot, on or after the effective date of this Specific Plan that is not in conformity with the provisions of this Specific Plan.



Figure 1-3 Project Landscape Plan





Figure 1-4 Renderings of proposed project

2. CONTEXT

2.1 PROJECT LOCATION

Compton is a city of approximately 100,000 residents located 10 miles south of Downtown Los Angeles. Interstate 710 runs through the eastern part of the city, which is bisected by the Metro A Line (Blue), with two stops at Artesia and Compton Stations. Compton is bordered by the City of Carson to the south, unincorporated Willowbrook to the west and north, the City of Lynwood to the Northeast, unincorporated East Compton to the east, and the City of Long Beach to the southeast.

The project area is located on East Compton Boulevard on the eastern end of Downtown Compton between North Santa Fe Avenue and North Spring Avenue, with North Willow Avenue running through the middle. The project area encompasses 2.27 acres (98,893.5 square feet) on 11 commercial parcels (501, 515, 517, 535, 545 E. Compton Blvd., 601 and 607 W. Compton Blvd., 112 N. Willow Ave. and 107 Santa Fe Ave.). Compton Boulevard and Santa Fe Avenue serve as the closest major streets, and freeway access is provided to I-110 by Compton Boulevard, to I-105 and CA-91 by Alameda Street and to I-710 by Rosecrans Avenue.

The center of the site is located approximately 0.45 miles walk from Metro's Compton Station. Compton Station provides all-day, frequent rapid transit access to the Los Angeles metropolitan area including Downtown Los Angeles, Downtown Long Beach and Los Angeles International Airport.

The site is currently vacant. Single- and multi-family residential uses abut the site to the north. To the west across Spring Street is a vacant former school building, and to the south across Compton Boulevard are various commercial buildings including a large windowless AT&T facility, a funeral home and a small shopping center. On the east side of the site, across Santa Fe Avenue, are the Salvation Army and a Jehovah's Witnesses church.

Compton Boulevard is a commercial corridor, with most nearby commercial services provided at the Compton Renaissance Center and Compton Towne Center a 10 minutes' walk to the west. Wilson Park is located one block to the west. Lifeline Education Charter School and Lifeline Education Middle School are located to the south on Santa Fe Avenue at Laurel Street and Myrrh Street, respectively.





The project site is mostly vacant, exerting a blighting influence on Compton Boulevard and the nearby neighborhood.





Low-scaled apartment buildings and houses, many which have been accommodated for multiple families, are located behind the site. Across Compton Blvd. is a shopping center and a large AT&T building.



Figure 2-1 **Regional Setting and Transit Connections**

- City of Compton
- TOD Specific Plan Area
- Metro A Line (Blue)
- Metro E Line (Expo)
- Metro C Line (Green)
- Metro B/D Lines (Red/Purple)
- Metro L Line (Gold)

Under Construction Lines

- Metro K Line (Crenshaw/LAX)
- LAX People Mover
- Freeway
- Highway
- Major Streets
- Coastline

Miles
0 1.25 2.5 5 7.5

2.2 DOWNTOWN COMPTON VISION

The City of Compton is currently preparing a Compton Station Specific Plan, which is a transit-oriented development (TOD) Specific Plan funded by Metro covering all land within a roughly one-half mile radius of Compton Station. This TOD Specific Plan has been informed by many different channels of public engagement, including:

- Interactive booths at Compton Open Mic Night, the Christmas Parade and YouthBuild
- Video workshops
- Consistent Instagram campaign with over 400 followers
- Meetings and interviews with a stakeholders committee

The emerging vision from the TOD Specific Plan is to build a better Downtown Compton, restoring it to the role it once played as the commercial, civic and cultural center of the community, and building it into a world-class destination that all Compton residents can enjoy. Key themes include:

- Providing retail amenities and entertainment – places for Compton residents to go
- Increasing housing opportunities and leveraging public land for affordable housing development, creating a bulwark against future housing pressures
- Taking advantage of Compton's immense talent and human resources to achieve economic development for the benefit of residents through cultural production and attractions

As shown in Figure 2-2, the physical framework of Downtown Compton consists of three primary districts:

- Civic Center: active, historic, community focus, symbolic
- Commercial Core: vibrant, commercial, dense local and regional destination
- Historic Core (location of the project): locally-focused, arts, nightlife, innovative, local businesses

These three districts will be united through a pedestrian-friendly, activated Compton Boulevard and diagonal connection to the Metro station. Compton Boulevard's design will need to change in order to accomplish its transformation from vehicular passthrough to pedestrian-friendly, expressive main street for this unique and proud community.

The 501/601 E Compton Blvd proposed development will catalyze this vision for the rest of the Downtown area through the Innovation Hub's creation of physical and social spaces for Compton entrepreneurs, the addition of affordable housing, and the beginning of implementing a new streetscape and pedestrian environment for Compton Boulevard. It will set the stage for future development and improvements across the Downtown.



The Compton Station Specific Plan is being developed with a great amount of public input from young and old.

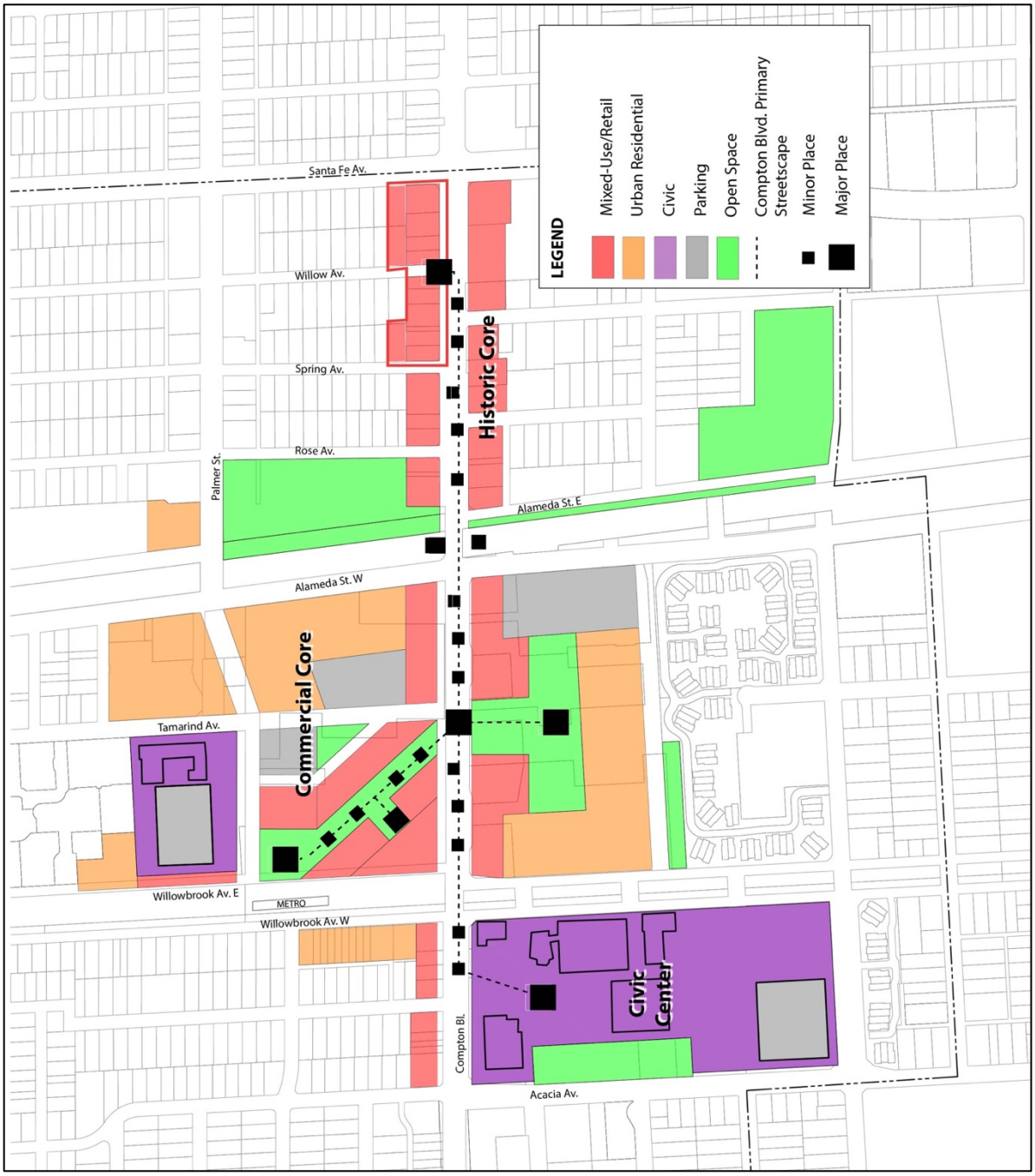


Figure 2-2 Downtown Compton Vision Framework

3. RELATIONSHIP TO OTHER LAND USE REGULATIONS

3.1 INTRODUCTION

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

3.2 GENERAL PLAN LAND USE DIAGRAM AND ZONING MAP CONSISTENCY

As a part of the approval of this Specific Plan, the General Plan Land Use Diagram and Zoning Map are being amended to incorporate this Specific Plan. The current General Plan Land Use designations for the site are GC – General Commercial – on the Compton Blvd. fronting parcels and LR – Low Density Residential – on the other parcels. The current zoning designations are CL – Limited Commercial – on the Compton Blvd. fronting parcels and PRH – Parking High Density Residential – on the other parcels. New General Plan Land Use and zoning designations will be adopted by the City in order to accommodate the standards in this Specific Plan.

3.3 CONSISTENCY WITH GENERAL PLAN GOALS AND POLICIES

The City of Compton's General Plan was adopted in 1990. The policy analysis below describes how the Specific Plan complies with General Plan goals and policies related to the project.

1. Targeted Community Revitalization and Beautification

Land Use Element, Goal 1: *Revitalize Compton, and create a safe, attractive, desirable community which attracts new businesses and residents of all income ranges.*

Land Use Element, Policy 1.6*: Promote quality design in new development projects.*

Land Use Element, Policy 1.8: *Use specific plans and similar planning approaches as means to focus revitalization efforts on target neighborhoods.*

Urban Design Element, Goal 1: *Improve the City's image and appearance through a combination of design guidelines and regulations, public investment, and private incentives.*

Urban Design Element, Goal 2: *Eliminate blighting conditions and neighborhood deterioration Citywide to achieve an improved urban environment.*

Urban Design Element, Policy 2.3: *Encourage mixed use residential and retail/service commercial developments along Compton and Rosecrans Boulevards and Wilmington Avenue.*

Housing Element, Policy 4.1: *The City of Compton will reserve the existing residential neighborhoods and provide areas to accommodate new residential development.*

The 501/601 E. Compton Blvd. replaces a vacant lot which was previously the site of older buildings which had themselves been vacant for many years. The proposed development is anticipated to be one of the more forward-looking and attractive development projects in the entire County of Los Angeles, signaling a major improvement in Compton's image that builds upon the community's existing strengths in cultural production. The development will be centered on a major public plaza at the current intersection of Compton Boulevard and Willow Street with public art, seating and vegetation. A unique staircase with trees and vegetation will lead up along the Compton Boulevard side of the project to a green roof deck at the top. The development will also include several different massing modules and frontage planes, creating a unique and modern statement about Downtown Compton.

Massing and views from the project are intended to focus all activity away from the residential neighborhood to the north, which is zoned RH (Residential High Density) and is developed with a mix of single-family and multi-family apartments. Willow Street will be closed in order to prohibit vehicles accessing the project from using it or residential traffic from accessing Compton Boulevard.

2. Access to Jobs and Services

Land Use Element, Policy 2.4: *Create an identifiable Central Business District around the existing government center*

Housing Element, Goal 4: *The City of Compton will encourage development of a viable urban community consistent with orderly growth and environmental conservation to provide suitable living environments, with access to employment, community facilities, and services.*

501/601 E Compton Blvd. is an example of downtown transit-oriented development which places a high density of residences, amenities and jobs within walking distance of the Metro A Line (Blue), which provides access for people of all incomes and abilities to the greater Los Angeles region.

It introduces the first major job center in Downtown Compton since the construction of the Civic Center and commercial centers in the 1970's. The roughly 40,000 square foot Innovation Hub has been planned specifically with the goal of creating employment, entrepreneurship and business development opportunities for Compton's leaders in cultural industries including art, film and music, as well as technology. This has the potential to reverse the trends in place over the past decades in which Compton has gained worldwide recognition because of artistic talent, yet has seen profits flow elsewhere because there has not been a business infrastructure for the production and distribution of creative content.

3. Pedestrian and Bicycle Friendliness

Land Use Element, Policy 4.6: *Allow for integrated, mixed use developments which locate retail and service commercial uses within easy walking distance of the residential neighborhoods they are intended to serve.*

Circulation Element, Goal 6: *Encourage bicycle and pedestrian travel as an alternative to motorized transportation.*

Circulation Element, Policy 6.2: *Allow for mixed use developments which integrate residential and compatible non-residential uses, and ensure such developments incorporate features which facilitate bike use and pedestrian travel.*

Circulation Element, Policy 1.5: *Provide commercial areas that are conducive to pedestrian and bicycle circulation.*

501/601 E Compton Blvd. will implement streetscape improvements that will restore and improve upon the pedestrian-friendly, downtown environment along Compton Blvd. that existed until the 1960's. Sidewalks will be expanded from 8' wide to 16.5' wide, wide-canopy street trees will be planted, and comfortable street furniture will be added. Bicycle safety and convenience will be improved by upgrading the existing Class II bike lanes to Class IV, protected bike lanes. The project also includes a generous amount of secured long-term bicycle parking (1/residential unit and 0.5/projected employee), as well as short-term bicycle parking for visitors. Finally, the Specific Plan ensures that these areas will remain well maintained and secured for the enjoyment of members of the community.

4. Infrastructure Improvements

Land Use Element Policy 4.3: *Include necessary infrastructure improvements in project plans and funding arrangements in areas targeted for redevelopment and revitalization.*

California Government Code Section 65450 states that Specific Plans must establish "the proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan." The analysis contained in this Specific Plan should ensure that all necessary infrastructure improvements are accounted for in the development. Section 9.3 of this Specific Plan details the infrastructure systems that the development will pay for.

5. Housing Diversity

Housing Element, Goal 1: *The City of Compton will improve the housing supply and the choice of housing opportunities through private investment and, where necessary, through public action and financing.*

Housing Element, Policy 2.3: *The City of Compton will encourage variety in the supply of housing at costs affordable to the various income levels of the population.*

501/601 E Compton Blvd will add 288 sorely needed new residential units to the supply of housing in the City and region. Among these will be 58 income-restricted affordable units with an average affordability level of 50% AMI (area median income). Census data indicates that currently 37% of Compton renters are severely rent-burdened.

501/601 E Compton Blvd will be provide a unique type of living experience not available elsewhere in the City of Compton. 84.9% of the City's housing stock is over 40 years old, and City staff has estimated that 45% of the housing stock requires substantial rehabilitation.[1] Recent development projects completed in the City have consisted of single-family detached or attached housing, adding to the preeminence of single-family housing in the City (78% of all units). In contrast, 501/601 E Compton Blvd will provide new, modern, ADA-accessible multifamily housing with amenities including pools. It is anticipated that this type of housing will accommodate multiple types of households, but be particularly attractive to groups who possess less of a need for single-family housing, such as singles, childless couples and empty nesters.

[1] Compton 5th Cycle Housing Element, p. 11.

4. DEVELOPMENT REGULATIONS

4.1 ADMINISTRATION AND PROCEDURES

1. Purpose and Intent

This Administration and Procedures Section sets forth the processes used for the application, review and decision–making for land development and use requests within the Specific Plan. It is the intent of this Specific Plan that any developer, builder, property owner, or other authorized agent seeking to establish a use and/or develop pursuant to this Specific Plan will have an application processed in an expeditious manner with administrative approvals where allowed by these Administrative Procedures. Applications that deviate from the standard provisions, where allowed by this Specific Plan, may require discretionary review and action.

2. Applicability

A. Requirements for structures and land uses. No permit shall be issued by the City unless the proposed project complies with all applicable provisions of this Chapter, including applicable findings, conditions of approval, and all other applicable provisions of law.

B. Legal Parcel. The site of a proposed land use, development, modification or other improvement subject to this Chapter shall be on a parcel(s) legally created in compliance with the Subdivision Map Act and the City's Subdivision Regulations.

C. Minimum requirements. The provisions of this Chapter are minimum requirements for the protection and promotion of the public health, safety, and general welfare.

D. Permits and Procedures. Permits and procedures legally existing in City Zoning Code as of the adoption of this Chapter shall continue to apply, in addition to other permits and approvals listed in this Section.

3. Review Authority

A. This Specific Plan shall be administered by the City Council, Planning Commission, and the Community Development Director. Table 4.1 (Designated Approving Authority) identifies the review authority established for the code.

4. Specific Plan Interpretation

A. The Community Development Director shall interpret the provisions of the Specific Plan. Applications for a Specific Plan Interpretation shall be filed with the Community Development Director. The Community Development Director shall respond in writing to written requests for Specific Plan Interpretations within 30 days from the date the request has been submitted. The Community Development Director may issue an official interpretation or refer any issue of interpretation to the Planning Commission for its determination.

B. Official interpretations shall be written and shall quote the provisions of this Specific Plan being interpreted, and the applicability in the particular or general circumstances that caused the need for interpretations, and the determination. Written interpretations shall become a part of the Specific Plan, as a separate appendix. The Community Development Director will maintain a complete record of all official interpretations to this Specific Plan, indexed by the number of the Chapter or Section that is the subject of the interpretation.

5. Administrative Relief

A. Purpose. The purpose of this Section is to enable the Community Development Director to approve minor deviations from the TOD standards of this Chapter. An authorization to approve Administrative Relief does not extend to making any changes in the uses permitted in any zone.

B. Applicability. This Section is applicable to projects in the Specific Plan.

I. The Community Development Director may allow Administrative Relief of maximum 20 percent of any measurable standard of this Chapter, or the amount prescribed for the items specified in Table 4.2 (Types of Administrative Relief Allowed), whichever is most restrictive. The Community Development Director may allow Administrative Relief only after first making the findings specified in Subsection E.5 (Findings and

Decision) and Table 4.2 (Types of Administrative Relief Allowed).

Review Authority. The Community Development Director may approve or deny an application for Administrative Relief or may refer the application to the Planning Commission for review and final decision in compliance with this Section, when the request falls outside the parameters of this Section.

Application Review.

I. The Community Development Director, in compliance with Subsection E.2, shall review the application for Administrative Relief.

II. A public hearing shall not be required for the decision on Administrative Relief.

I. Findings and Decision. An application for Administrative Relief may be approved subject to conditions or denied by the review authority. The review authority may impose any conditions deemed reasonable and necessary to ensure that the approval will comply with the findings required by this Section. The review authority may approve Administrative Relief only after first making all of the following findings in writing:The development meets all other standards and requirements in this TOD Code;

II. There are special circumstances uniquely applicable to the property that cannot be resolved by a redesign of the project, such as its size, shape, topography, location, or surroundings;

III. Approving Administrative Relief will not grant special privileges inconsistent with the limitations upon other properties in the vicinity and the zone in which the property is located;

IV. The special circumstances uniquely applicable to the property are not self-imposed by any person presently having an interest in the property; and,

V. The requested Administrative Relief will not allow the establishment of a use that is not otherwise permitted in the zone.

VI. The subject site cannot be otherwise developed through a redesign or reduction in the size of the project.

Appeal. The applicant may file a written appeal with the Planning Commission within 15 days after the Community Development Director decision. The Planning Commission shall hear the appeal within 21 days or at its next succeeding regular meeting, unless the applicant consents to a continuance. Upon conclusion of the hearing, the Planning Commission shall, within 7 days, declare its finding based upon the testimony and documents produced before it. It may sustain, modify, reject, or overrule, any action of the Community Development Director provided such action is not inconsistent with the provisions of this Chapter or any other applicable law or statute. The appeal fee shall be the same as that of an appeal to the City Council, and the procedures followed shall be the same as in Municipal Code section 30-26.5 (i) – (k), except that the Planning Commission shall hear the appeal.

TABLE 4.1: Designated Approving Authority

Type of Permit or Action	Reference	Review/Approving Authority		
		Community Development Director	Planning Commission	City Council
Administrative Actions				
Specific Plan Interpretation	Section 4.1.4 (Specific Plan Interpretation)	Decision	Appeal	Appeal
Use Determination	Section 4.2.12 (Use Determination)	Decision	Appeal	Appeal
Development Permits and Approvals				
Administrative Relief	Section 4.1.5 (Administrative Relief)	Decision	Appeal	Appeal
Conditional Use Permit	Section 4.1.6 (Conditional Use Permit)	Recommend	Decision	Appeal
Design Review Tier 1	Section 4.1.7 (Design Review)	Decision	Appeal	Appeal
Design Review Tier 2	Section 4.1.7 (Design Review)	Recommend	Decision	Appeal
Minor Use Permit	Section 4.1.8 (Minor Use Permits)	Decision	Appeal	Appeal
Subdivisions	Section 4.1.9 (Subdivisions)	-	Recommend	Decision
Temporary Use Permit	Section 4.1.10 (Temporary Use Permit)	Decision	Appeal	-
Variance	Section 4.1.11 (Variance)	Recommend	Decision	Appeal

TABLE 4.2: Type of Administrative Relief Allowed			
#	**Type of Administrative Relief**	**Additional Required Findings**	**Maximum Modification**
1	An increase in the maximum lot coverage standard.	The building is consistent with the intent of the zone and all other applicable standards of the zone.	10%
2	A reduction in the minimum amount of building placed within the façade zone.	The building and site design are consistent with the intent of the zone and all other applicable standards of the zone; and may not be combined with any reduction to frontage requirements.	10%
3	An increase of the maximum required setback.	Existing building(s) on adjacent lots on the same block face is/are greater than the maximum setback; and the variation will allow the proposed project to be more closely aligned with the adjacent building(s).	5 ft.
4	An increase or decrease in the standards for building frontages.	The building is consistent with the intent of the zone and all other applicable standards of the zone; and may not be combined with any modification to the façade zone	20%
5	An increase in allowable building height.	The building is consistent with the intent of the zone and all other applicable standards of the zone; and the increase accommodates architectural or design features as part of the proposed project.	10%
6	An increase of the allowed maximum height of a fence or wall.	The use of the lot is consistent with the intent of the zone and all other applicable standards of the zone; and/or the height increase is justified by topographic considerations	20%
7	A reduction in the minimum number of required bicycle parking spaces.	There are demonstrated sufficient bicycle parking opportunities within proximity to the project location.	40%
8	An increase in the allowed height and area of a permanent sign.	The sign is otherwise consistent with all applicable sign regulations.	15%
9	A reasonable deviation from the prescribed standards where necessary to install features that facilitate access and mobility of persons with disabilities or with limited mobility.	The building is consistent with the intent of the zone and all other applicable standards of the zone.	Determined on a case-by-case basis

6. Conditional Use Permit

Applications for uses set forth in Table 4.3 (Permitted Uses in TOD Zones) of the Specific Plan that require approval of a conditional use permit shall be processed in accordance with the provisions of Section 30-26 (Conditional Use Permits) of the City Zoning Code. However, at least one community meeting shall be held prior to any public hearing.

7. Design Review

A. Purpose. Design Review is required for all projects for which a building permit is required that involves new construction or development; exterior alterations, tenant improvements and installations for an existing building; the erection, replacement, or alteration of signage; and landscaping associated with such construction and alterations.

B. Exceptions. Alterations, additions, and repairs that do not change the exterior appearance of a structure, including replacement in kind of existing features do not require Design Review. To be considered "replacement in kind," the features must reasonably match the design, profile, material, and general appearance of the originals. Revised plans of the change shall be filed with the Community Development Department.

C. Tier 1 Design Review

I. Applicability. This review process applies to the following development proposals:

a. Temporary signs and other signs set forth in Section 2.5.G (Signs).

b. Minor additions and alterations to the exterior of existing buildings which do not significantly alter the visual character or function of a building as defined by the Community Development Director,

c. New construction of any buildings or accessory structures less than 5 stories in height,

d. New construction of mixed-use or commercial projects that have, or will have, fewer than 50,000 square feet of gross non-residential floor area, excluding parking structures on sites of less than 3 acres or

e. Exterior alterations that cost less than 50% of the appraised value of the improvements on the property. Included in this tier would be projects like slurry seal/re- striping of parking lots, painting of buildings, signs that are not part of a master sign program, landscape / hardscape alterations, minor alterations or façade changes.

II. Review Authority. The Community Development Director will conduct Tier I Design Review and make decisions to approve, with or without amendments, or deny the application. The Community Development Director may refer any such project to the Planning Commission if the Director determines it has special significance.

III. Review Process. The fees and process shall be equivalent to the City's Architectural Review Board application, or succeeding application or process.

IV. Required Findings. In acting to approve or conditionally approve an application for the tier 1 Design Review, the Community Development Director shall make the following findings:

a. That the project is consistent with the applicable development standards of this TOD Code and any design guidelines of this Specific Plan as deemed appropriate and achievable by the Community Development Director; and

b. That the project implements applicable goals and policies of the Compton General Plan, as deemed appropriate and achievable by the Community Development Director

D. Tier 2 Public Hearing Design Review

I. Purpose. Tier 2 Design Review is intended to ensure high quality development and encourage development is designed in an aesthetically pleasing manner and incorporates public spaces that are integral to the project. This review is limited to design review and not land use.

II. Applicability. Tier 2 Design Review is required for the following development proposals:
   a. Any new construction, exterior modification or renovation that does not qualify for Tier 1 review;
   b. Projects on sites 3 acres or larger;
   c. Project with proposed alternatives to aesthetic-related design guidelines when specified as an option to the design standards stated in this Specific Plan.

III. Review Authority. The Planning Commission has authority under Tier 2 Design Review. The Planning Commission is authorized to act upon the design and conditionally approve or deny projects, subject to the findings below.

IV. Required Findings. In acting to approve or conditionally approve a Tier 2 Design Review application, the Planning Commission shall make the following findings:
   a. The project provides a public benefit which is consistent with the goals of the Specific Plan.
   b. That the project is consistent with the applicable development standards of this TOD Code and any applicable design guidelines of this Specific Plan;
   c. The project implements applicable goals and policies of the Compton General Plan.

8. Minor Use Permit

A. Purpose. A Minor Use Permit (MUP) provides a process for reviewing land uses that may be appropriate in the applicable zone, but whose effects on a site and its surroundings cannot be determined before being proposed for a specific site. The purpose of a Minor Use Permit is to provide sufficient flexibility and to reduce processing times for projects that are consistent with and further the objectives of the Specific Plan.

B. Applicability. A MUP is required to authorize land uses identified by Table 4.3 (Permitted Uses in TOD Zones) as being allowed subject to the approval of a MUP in the applicable zone.

C. Review Authority. The application for a MUP shall be reviewed and approved or denied by the Community Development Director. The Community Development Director may choose to refer any MUP application to the Planning Commission for review and final decision.

D. Application Filing, Processing, and Review.

I. Application filing and processing. The application shall be filed with the Compton Community Development Department in accordance with this Section, include the information and materials specified in the most up-to-date Department handout for a Minor Use Permit, together with the required fee. It is the responsibility of the applicant to provide evidence in support of the findings required by Subsection H.6 (Findings and Decision), below.

II. Application review. Each application shall be reviewed by the Community Development Director to ensure that the proposal complies with all applicable requirements of this Chapter.

E. Public Hearing and Noticing.

I. Public hearing. A public hearing is not required for a Minor Use Permit decision.

II. Notice. Before a decision on a Minor Use Permit, the Department shall provide notice by posting the site, City Hall and the City of Compton website for 10 days prior to taking action.

F. Finding and Decision.

I. An application for a Minor Use Permit may be approved subject to conditions or denied by the review authority. The review authority may impose any conditions or time limits deemed reasonable and necessary to ensure that the approval will comply with the findings required by this Section.

II. The review authority may approve a Minor Use Permit only after first making all of the following findings in writing:
   a. The proposed use is consistent with the General Plan and Specific Plan;

b. The proposed use is allowed an MUP within the applicable zone and complies with all other applicable provisions of the City Zoning Code and this Chapter;

c. The design, location, size, and operating characteristics of the proposed activity will be compatible with the existing and future land uses in the vicinity;

d. The site is physically suitable in terms of:

- The provision of public and emergency vehicle (e.g., fire and medical) access;
- Public protection services (e.g., fire protection, police protection, etc.);
- The provision of utilities (e.g., potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal, etc.); and
- The type, density, and intensity of use being proposed will not endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, safety, or general welfare, or be materially detrimental or injurious to the improvements, persons, property, or uses in the vicinity and zone in which the property is located.

G. Appeal. The applicant may file a written appeal with the Planning Commission within 15 days after the Community Development Director decision. The appeal fee shall be the same as the fee established for City Council appeals. The Planning Commission shall hear the appeal within 45 days or at its next succeeding regular meeting, unless the applicant consents to a continuance. Upon conclusion of the hearing, the Planning Commission shall, within 7 days, declare its finding based upon the testimony and documents produced before it. It may sustain, modify, reject, or overrule, any action of the Community Development Director provided such action is not inconsistent with the provisions of this Specific Plan or any other applicable law or statute. The appeal fee shall be the same as that of an appeal to the City Council, and the procedures followed shall be the same as in Municipal Code section 30-26.5 (i) – (k), except that the Planning Commission shall hear the appeal.

H. Permit to Run with the Land. A MUP approved in compliance with the provisions of this Section shall continue to be valid upon a change of ownership of the business, parcel, service, or structure.

I. Post Decision Procedures.

I. Duration and Revocation.

a. A MUP becomes null and void if not used within 12 months following its effective date, or within a shorter time specifically prescribed as a condition of the MUP, or at the expiration of an associated development permit if that occurs at a later time. The applicable review authority may, without a hearing, extend the time for a maximum period of one additional 12-month period only, upon application and fee filed with the Planning Department before the expiration of the 12-month or shorter time period.

b. In any case where the conditions of a MUP have not been or are not being complied with, the applicable review authority shall give written notice to the permittee of intention to revoke or modify the MUP and shall set a date upon the proposed revocation or modification. The notice shall be served on the MUP applicant and the owner of the subject property by mailing the notice to the owner at the address shown on the last equalized assessment roll at least 10 days before the date of the hearing, and specify the date, time, and place when and where it will be held. Notice of the intent to revoke the MUP shall specify the actions causing revocation/modification and list previous City actions taken to achieve compliance. Following the hearing, and if the applicable review authority finds that there is good cause therefore, the review authority may revoke or modify the MUP.

c. If a use granted under a MUP is abandoned for a period of 6 months, the MUP shall expire.

II. Penalty for Violations.

a. The violation by any person of any provision or condition of a MUP granted under the terms of this Section is an infraction, punishable in compliance with Section 30-38 (Enforcement Procedure) of the City Zoning Code.

b. Each person is guilty of a separate offense for each and every day during any portion of which a violation is committed, continued, or permitted, and shall be punished accordingly.

9. Subdivisions

A. The regulations set forth in Chapter XXVIII (Land Subdivision) of the Compton Municipal Code, shall apply to all divisions of land hereafter made of property within the Specific Plan.

10. Temporary Use Permit

A. Applicability. Use Permits (TUP) shall be subject to the provisions contained herein. TUPs shall be subject to the current Administrative Review process and fee.

B. Review Authority. The application for a TUP shall be reviewed and approved or denied by the Community Development Director.

C. Appeals. Community Development Director decision regarding Temporary Use Permits shall be subject to appeal to the Planning Commission, whose decision shall be final. The appeal fee shall be the same as that of an appeal to the City Council, and the procedures followed shall be the same as in Municipal Code section 30-26.5 (i) – (k), except that the Planning Commission shall hear the appeal.

D. Exempt Temporary Uses. The following minor and limited duration temporary uses are exempt from the requirement for a Temporary Use Permit:

I. City sponsored Events: any temporary activities sponsored by the city, on nonresidential property. Any temporary activities sponsored by the city, unless the Community Development Director determines a TUP is necessary to effectuate the purposes of this Chapter.

II. Emergency Facilities. Emergency public health and safety needs/land use activities.

III. On-site Construction Yards. On-site contractors' construction yards, including temporary trailers and storage of equipment, in conjunction with an approved construction project on the same site. The construction yard shall be removed within 30 days of issuance of a Certificate of Occupancy.

E. Temporary Use Permit Required. Temporary Use Permit shall be required for the following types of temporary uses:

I. Car Washes. Car washes conducted by a qualifying sponsoring organization on non-residential properties. Sponsorship shall be limited to educational, fraternal, religious, or service organizations directly engaged in civic or charitable efforts, or to tax exempt organizations in compliance with 501(c) of the Federal Internal Revenue Code. Temporary car washes shall not occur on a site more than four times per calendar year and may not operate for a continuous period of more than 12 hours or for more than two contiguous days.

II. Commercial Filming. The temporary use of an approved site for the filming of commercials, movies, videos, etc. The Community Development Director shall make the additional finding that the approval would not result in a frequency of uses likely to create incompatibility between the temporary filming activity and the surrounding neighborhood.

III. Events. Events including the following:

a. Arts and crafts shows, auctions, civic and community events, fairs, farmers' markets, festivals, flea markets, food events, recreation events, rummage sales, second-hand sales, street fairs, and swap meets. Temporary Use Permits can be for up to 12 months.

b. Outdoor meetings or group activities for seven consecutive days or less, within a 90-day period.

VI. Off-site Construction Yards. Off-site contractors' construction yards, in conjunction with an approved construction project. The permit shall expire and the construction yard shall be removed within 30 days of Certificate of Occupancy for the project in question.

VII. Residence. A temporary caretaker quarters during the construction of a subdivision, multi-family, or nonresidential project. The permit may be approved for a specified duration, or upon expiration of the Building Permit, whichever first occurs.

VIII. Seasonal sales of pumpkins and Christmas trees or other national holiday sales for a period not longer than 45 days.

IX. Amusement rides, carnivals, circuses, concerts, live entertainment, outdoor entertainment/sporting events, and tent revivals for a period not longer than 45 days.

X. Onsite Temporary Work/Office Trailer. A trailer or modular office may be used as a temporary work site for employees of a business During construction of a subdivision or other development project when a valid Building Permit is in force, orTemporary uses otherwise regulated by this Chapter or similar temporary uses. Similar temporary uses which, in the opinion of the Community Development Director, are compatible with the Specific Plan and surrounding land uses, and are necessary because of unusual or unique circumstances beyond the control of the applicant.

11. Variance

A. Applications for a variances to any standards in this Chapter shall be processed in accordance with the provisions of Section 30-27 (Variances) of the City Zoning Code.

4.2 ALLOWED LAND USES

1. Establishment of Permitted Uses

A. Any of the land uses permitted in Table 4.3 (Permitted Uses), may be established on any lot within the Specific Plan, subject to the permit requirement listed in the Table 4.3 (Permitted Uses), and in compliance with all applicable standards of this Chapter.

B. If a proposed use is not listed in Table 4.3 (Permitted Uses), the use is not permitted unless the Community Development Director determines in writing that the proposed use is substantially similar to a use specified as a permitted or conditional use in that zone in compliance with Subsection C (Use Determination).

2. Land Use Regulations

Table 2.4 (Permitted Uses in TOD Zones) describes the land use regulations for the TOD Zones. The regulations for each zone are established as follows:

A. “P” – Uses permitted by right that require no discretionary review if in compliance with all standards

B. “M” – Uses subject to a Minor Use Permit following administrative review by the Community Development Director

C. “C” – Uses subject to a Conditional Use Permit following discretionary review and public hearing by the Planning Commission

D. “T” – Uses subject to a Temporary Use Permit following administrative review by the Community Development Director

E. “Compton Bl Front” refers to uses which are permitted on the first floor of the Compton Blvd. frontage of project.

TABLE 4.3: Permitted Uses		
Land Use Type	**Entire Site**	**Compton Bl Front**
Entertainment and Recreation		
Health/Fitness Facility <15,000 sf	P	P
Health/Fitness Facility >15,000 sf	M	M
Indoor/Outdoor Entertainment	M	M
Indoor/Outdoor Recreation	M	M
Nightclub	C	C
Park, playground	M	X
Plaza	P	P
Studio: art, dance, martial arts, music, etc.	P	M
Civic & Office		
Government	P	P
Library, museum, or art gallery	P	P
Office, general or creative	P	P
Media Production Facility	P	P
Meeting facility, public or private	M	M
School, public or private	P	M
Food and Drink		
Micro-Brewery with sit down restaurant	M	C
Pub/Bar/Tavern (Subject to Section 31- 51 of the City Zoning Code)	C	C
Restaurant, café, coffee shop (May include alcohol sales)	P	P
Restaurant w/ Outside dining / with onsite alcohol sales	P	P
Any food and drink or retail establishment operating before 7:00 am or after 10:00 pm	M	M
Commercial kitchen (rental)	P	P
Retail		
Alcohol/Tobacco Outlet	M	C
General Retail < 100,000 sq. ft.	P	P
General Retail > 100,001 sq. ft.	**C**	**C**
General Retail	P	P
Services		
Business/Professional service	P	P
Day Care small < 9	X	X
Day Care large 9-14	X	X
Day Care center >14	M	M
Hotel/Motel	P	P
Medical or residential care facility <7	X	X
Medical or residential care facility >7	X	X
Personal services	P	P
Personal services-restricted	M	C
Transitional Housing	P	X
Residential		
Dwelling: Multi- Family (Including any type of permanent housing and supportive housing)	P	X
Dwelling: Single- Family Detached	X	X
Dwelling: Single- Family Attached	P	X

Group Home (<7 Persons)	P	X
Group Home (>7 persons)	C	X
Home Occupation, no clients	P	X
Home Occupation, with clients	M	X
Live/work unit	P	X
Single Room Occupancy	P	X
Senior Housing	P	X
Industrial		
Wireless Communication Facilities (Ground / Rooftop)	P	P
Materials Storage	X	X
Light Manufacturing	X	X
Heavy Manufacturing	X	X
Automobile Related		
Independent Parking Facility, Public or Private	M	X
Service Station/Auto Repair/Auto Related Use	X	X

3. Use Determination

A. The Community Development Director shall have the authority to make an administrative determination as to whether a specific use is substantially similar to one of the listed used in Table 4.3 (Permitted Uses in TOD Zones). The Community Development Director may at his or her discretion refer the determination to the Planning Commission. In making a determination that a proposed use is or is not similar to those listed, the Community Development Director or Planning Commission shall consider:

I. Whether the characteristics of, and activities associated with, the proposed use are equivalent to those of one or more in the used listed in the zone as allowable, and will not involve a greater level of activity, population density, intensity, traffic generation, parking, or noise than the uses listed in the zone;

II. The purposes of the applicable zone and conformance with the goals of the Specific Plan; and

III. The goals and polices of the General Plan.

IV. All such final determinations shall be recorded in writing to include a finding that the proposed use is substantially similar to uses permitted in the proposed zone and consistent with the intent of the applicable zone. All use determinations shall be filed and treated as precedent for future use determination requests.

4.3 DEVELOPMENT STANDARDS

Table 4.4 gives the basic development standards for new development within the Specific Plan.

Table 4.4 Development Standards

1. Height		
Minimum	3 floors	
Maximum	7 floors	
2. Setbacks		
Front Setbacks	0 ft. min., 10 ft. max.	
Interior Side Setback	0 ft. min., 10 ft. if adjacent to detached single-family residential	
Rear Setback	0 ft. min., 10 ft. min. adjacent to residential	
3. Interior Lot Line Height Transitions		
Adjacent to Residential Use	60-degree plane starting 25' high at property line	
4. Minimum Residential Unit Size		
Single Room Occupancy	**200 sf**	
Studio	**300 sf**	
1-bedroom	**400 sf**	
2-bedroom	**700 sf**	
3-bedroom	**900 sf**	
5. Residential Open Space		
Common open space	**15% min. of site area**	
Open space required per unit	**100 sf**	
6. Minimum Parking Ratios		
	Market	**Affordable (<=80% AMI)**
1+ bedroom units	1	0.5
SRO/studio units	0.5	None
Senior Housing (any size)	0.5	None
Guest Parking	0.1	0.1
Commercial Uses (see 4.3.6)	1/400 sf	
7. Frontage Types		
	Compton Blvd.	**Other Streets**
Arcade (Table 4.5)	Permitted	Permitted
Gallery (Table 4.6)	Permitted	Permitted
Terrace (Table 4.7)	Not Permitted	Permitted
Shopfront (Table 4.8)	Permitted	Permitted
Parking (Table 4.9)	Not Permitted	Permitted
Lobby (Table 4.10)	Permitted	Permitted
Stoop/Porch (Table 4.11)	Not Permitted	Permitted

1. Height

A. Minimum height. All new construction shall have a minimum height of three stories.

B. Maximum height. All new construction shall have a maximum height of seven stories.

C. Architectural projections, towers and elevator shafts may exceed the vertical height limit to the zone by 15 feet, as long as they are no longer than 30 feet long on any side.

D. Mechanical equipment may exceed the vertical height limit, provided that it is not visible from an adjacent street, public right-of-way, or ground level private property.

E. Roof decks, gardens and recreational amenities are permitted on the top floor of developments.

2. Setbacks, Projections and Encroachments

A. Portions of buildings and structures including marquees, awnings, shade structures, signs, and architectural features may encroach into the public right-of-way subject to encroachment permitting requirements of the City Zoning Code, and/or the review and approval by the City Engineer, or designee. Encroachments or projections into the right-of-way shall not include habitable space.

B. No projection shall be less than 9 feet above sidewalk grade, except for A-frame signage.

C. Projections into applicable setback areas are permitted as described in Table 4.5 (Projections into Setback Areas).

Table 4.5 Projections into Setback Areas

Projection	Front	Rear	Side	Street Side
Arcade	10’	N	N	10’
Architectural Features	3’	3’	3’	3’
Balcony	6’	5’	5’	6’
Gallery	10’	N	N	10’
Shopfront (awning, bay window, or projecting shade structure)	10’	N	N	10’
Signage	P	N	N	P
Stoop	5’	N	N	5’
Terrace	6’	N	N	6’

D. Awnings shall meet the following minimum standards:

I. Awnings shall be constructed of metal, canvas, or fire-resistant acrylic. Use of plastic and vinyl is prohibited.

II. Back-lit and waterfall awnings are prohibited.

III. Dome awnings are permitted only above building entryways. Only the address number or building name may be printed on the awning.

3. Interior Lot Line Height Transitions

A. Where ever an interior lot line abuts a single-family or multi-family residential building built before original adoption of this Specific Plan, new development shall not exceed the height established by an imaginary plane beginning 25 feet above the property line and rising up at a 45-degree angle toward the interior of the new

development site.

4. Minimum Unit Size

A. The minimum residential unit size shall be 200 square feet for single-room occupancy units, 300 square feet for studio units, 400 square feet for one-bedroom units, 700 square feet for two-bedroom units and 900 square feet for three-bedroom units.

5. Residential Open Space

A. All projects containing a residential component shall include a common open space, or series of common open spaces, no smaller than 15% of the lot area. This common open space may be located on top of roofs, podium parking garages or commercial establishments if desired.

B. A minimum of 100 square feet of open space shall be provided for each residential unit on-site. This requirement may be met through private or common open spaces. Up to 20% of the requirement may be met through publicly accessible on-site open space.

6. Minimum Parking Ratios

A. The minimum number of parking spaces required for residential uses is given in Table 4.4.

B. Affordable residential unit parking ratios apply only to units which have an 'affordability' covenant to serve households making 80% of area median income or less for at least 55 years.

C. The minimum commercial parking ratio shall be 1 space per 400 square feet (2.5 spaces per 1,000 square feet) provided that no greater than 25% of the total commercial space shall be used for restaurants, cafes, fast food restaurants, bars, cocktail lounges or other eating establishments; arcades or pool halls.

D. Any type of assembly use such as an auditorium, theater, church or conference facility shall file for a Minor Use Permit and demonstrate sufficient parking supply through a professional parking study.

7. Frontage Types

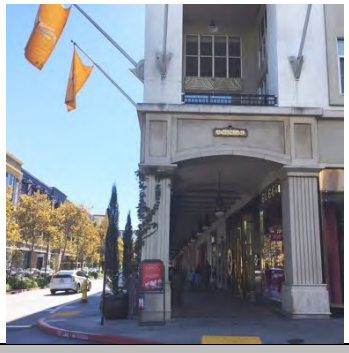
A. Buildings shall incorporate one or more of the allowable frontage types on the first floor of each building where the property line meets a public street right-of-way or plaza. While the majority of each building frontage should meet this criteria, exceptions are permitted at driveways, spaces between buildings, etc.

B. Standards for each frontage type are given in Tables 4.6 to 4.12.

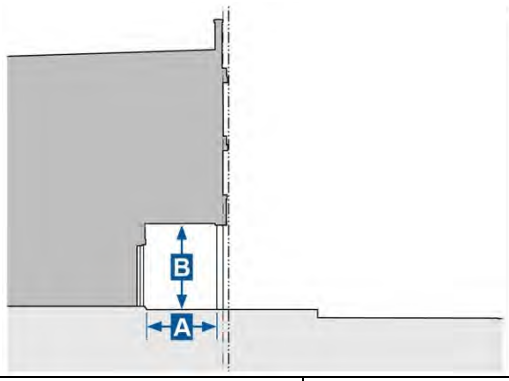
Table 4.6: Arcade

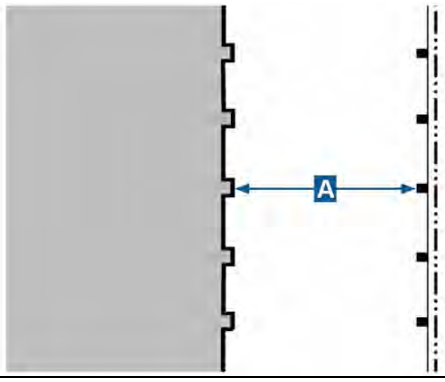
Description

A covered walkway located entirely on private property with habitable space above. This frontage type provides adequate protection from the elements (e.g. shade) and circulation space for pedestrians and is intended for buildings with active ground floor uses and along public open spaces and enhanced pedestrian streets.



Standards





Depth, Clear (A)	10 ft min.
Ground Floor Height, Clear (B)	14 ft min.

Miscellaneous

Shall be used in conjunction with the standards for the shopfront frontage type. In case of a conflict between them, these standards supersede.

Shall have consistent depth along the frontage.

Table 4.7: Gallery	
Description	
The main façade of the building is near the right- of-way and the projecting gallery element encroaches into the sidewalk of the right-of-way. This frontage type is intended for buildings with active ground floor uses and may be one or two stories.	
Standards	
	
Depth, Clear (A)	8 ft min.
Ground Floor Height, Clear (B)	11 ft min.
Upper Floor Height, Clear (C)	9 ft min.
Height (D)	3 stories max.
Setback from Curb (E)	4 ft min.
Miscellaneous	
Shall be used in conjunction with the standards for the shopfront or lobby frontage type. In case of a conflict between them, these standards supersede.	
Shall have consistent minimum depth along the frontage.	
May project over the sidewalk, with an encroachment permit and maintain 5 ft of clear sidewalk abutting the curb face. Restrictions on blocking pedestrian access apply.	

Table 4.8: Terrace

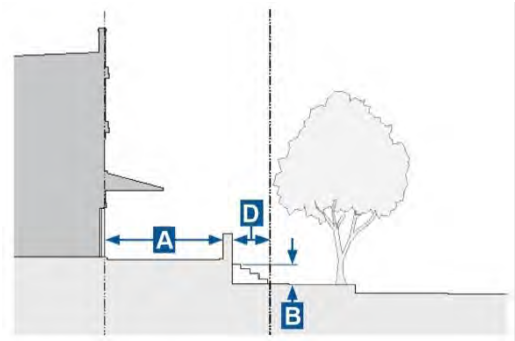
Description

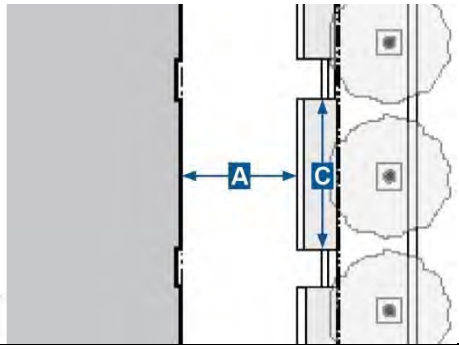
The main façade of the building has an elevated terrace that projects outward and engages the sidewalk with frequent stairs. This frontage type allows at-grade access to elevated ground floor uses due to natural grade constraints or by artificially elevating the terrace floor. This frontage type acts as a buffer from the sidewalk and may be landscaped to provide additional privacy.

Building activities are slightly separated from the adjacent sidewalk by the terrace finish level, and the depth of the terrace provides a buffer for outdoor seating, private yards, shade, or any other appropriate uses.



Standards





Depth, Clear (A)	8 ft min.
Length	120 ft max.
Finish Level Above Sidewalk (B)	4 ft max.
Distance Between Stairs (C)	50 ft max.
Wall Setback from Right-of-Way (D)	5 ft min.
Transparency, Ground Floor	75% min.

Miscellaneous

May be used in conjunction with another permitted frontage type (e.g., shopfront). In case of a conflict between them, these standards supersede.
Reasonable accommodation shall be provided as appropriate.

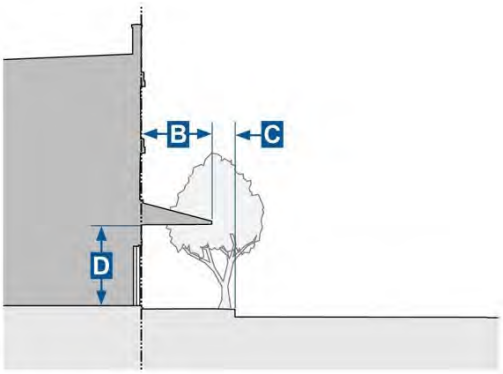
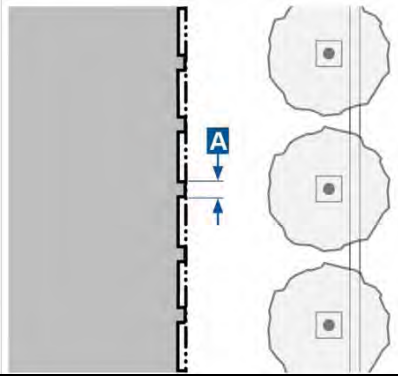
Table 4.9: Shopfront	
Description	
The main façade of the building is near the right- of-way with an at-grade entrance along the sidewalk. This frontage type is intended for active ground floor uses and has substantial glazing at the ground level.	
Standards	
	
Depth, Recessed Entries [1]	5 ft max.
Transparency, Ground Floor	75% min. (Primary Downtown Frontage), 65% min. (Other)
Distance Between Windows (A)	20 ft max.
Maximum Distance Between Entries	75 ft max.
Projection [2]	
Depth (B)	6 ft min.
Setback from Curb (C)	2 ft min.
Height (D)	9 ft min.
Miscellaneous	
May be used in conjunction with another permitted frontage type (e.g., arcade, terrace). In case of a conflict between them, the other frontage standards supersede. Non-transparent or semi-transparent must include a bulkhead between 18 and 36 inches tall.	
End Notes: [1] May be designed in a variety of configurations. [2] Only allowed for non-habitable space.	

Table 4.10: Parking Frontage

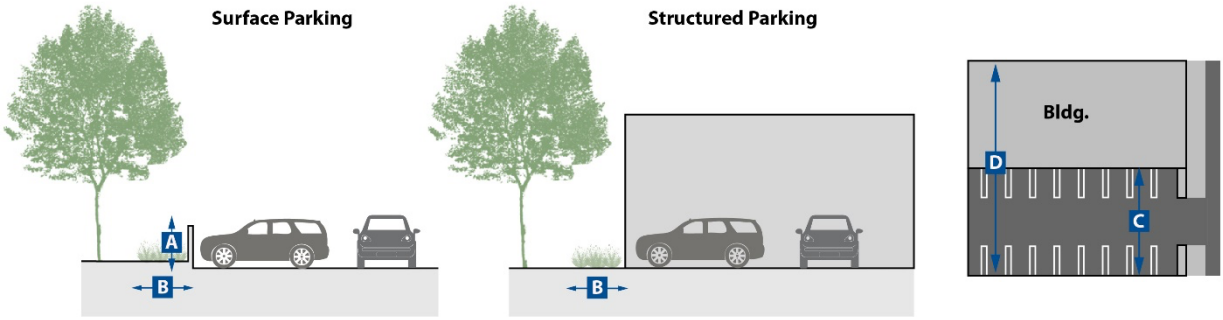
Description

Parking may be supplied on the surface or in subterranean, podium or above-ground structured configurations. Where appropriate, a limited amount of the street frontage may be used for surface parking. In these cases, the parking is screened by a wall and landscaping.

Parking along the street frontage may also be structured under this frontage type.



Standards

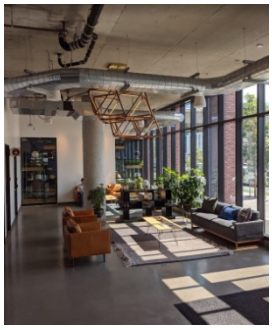


Max Width (C) as a function of Lot Width (D)	40%
Depth of Landscaping (B)	5’ min, 10’ max.
Wall Height (A)	4 ft max.
Transparency, Parking Structure Ground Floor	40% min.

Miscellaneous

Walls shall be opaque and made of masonry.
Use of a raised landscape planter, filter strip, infiltration trench or other stormwater best management practice is encouraged over raised landscape planters.
Use of trellises, planters and screening elements on parking structures are encouraged, as long as they do not interfere with the minimum ground floor transparency.
Where this frontage type is not permitted, surface parking may not be located along the frontage of the project. Only a driveway accessing parking located behind another building on the site is permitted.

Table 4.11: Lobby

Description	
This frontage type is intended for office or residential uses which are accessed through a primary building entry located directly on the sidewalk. In office developments, common space areas are oriented toward the street in order to ensure compatibility with a transparent frontage.	 
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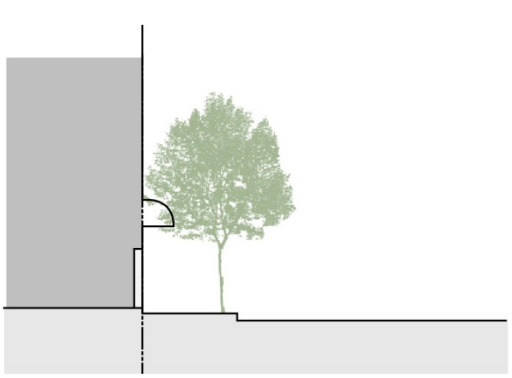
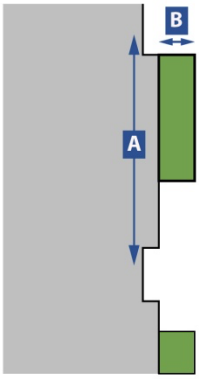
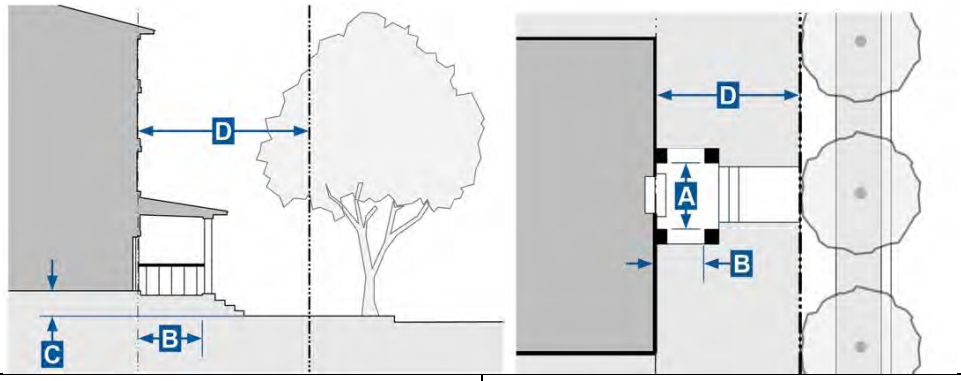
 	
Depth, Recessed Entries	4 ft min.; 8 ft max.
Distance between Functional Entries (A)	100 ft max.
Optional Planting Width (B)	0 ft min., 4 ft max. Planters only on Compton Blvd.
Transparency, Ground Floor	75% (Compton Blvd.) 55% (Other, Commercial) 40% (Other, Residential)
Miscellaneous	
Optional Planting width may be filled with movable planter boxes. On all frontages except Compton Blvd., planting width may also be filled with low landscaping.	
Where residential frontage uses are allowed, private balconies may be located on the primary frontage if setback requirements permit.	
Planter boxes and landscaping may not block any of the required transparency of the frontage, above three feet height.	

Table 4.12: Stoop/Porch	
Description	
The main façade of the building is near the right- of-way and the stoop engages the sidewalk. Larger stoops can provide important residential open space and "eyes on the street." This frontage type is elevated above the sidewalk to ensure privacy within the building. The entrance is usually an exterior stair and landing.	
Standards	
	
Width, Clear (A)	4 ft min.; 16 ft max.
Depth, Clear (B)	4 ft min.; 8 ft max.
Depth, Recessed Entries	6 ft max.
Finish Level above Sidewalk (C)	2 ft min.; 6 ft max.
Building Setback from Right-of-Way (D)	Min. and Max. presented by zone, but max may be exceeded
Stoop/Porch Setback from Right-of-Way (E)	3 ft. min, max. as required in order to meet max. zone setback, but in no case less than 10'
Miscellaneous	
Reasonable accommodation shall be provided as appropriate.	
Stairs may be perpendicular or parallel to the building façade.	
Entry doors are encouraged to be covered or recessed.	

4.4 STANDARDS FOR ACTIVE GROUND FLOOR DESIGN

A. The main entrance or entrances shall be emphasized and oriented to the street or major plazas or open space.

B. Secondary entries may be from parking areas.

C. In mixed use projects, when residential and commercial uses are combined in the same structure, separate entrances shall be provided for each use. Residential entrances may be designed as follows:



Separate entrance on sites with two or more street exposures.



Integrated with retail façade.

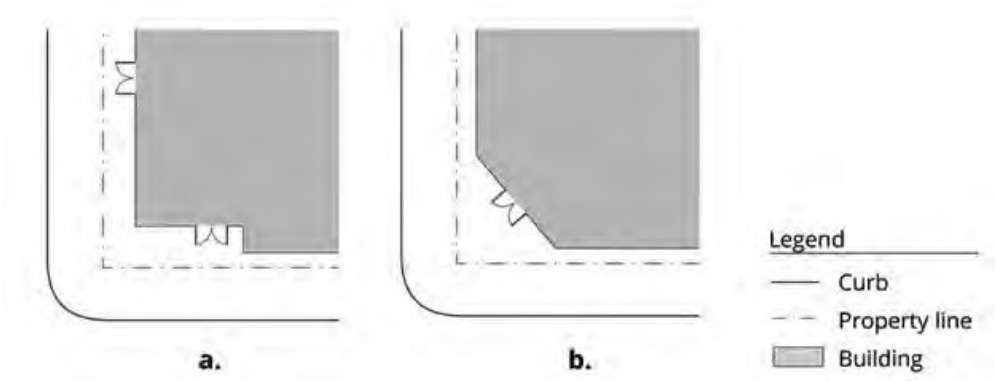


Access from alleyways and courtyards

D. When a building entrance is located at the intersection of two public streets, at least one of the following shall be provided:

I. Two primary entrances, one facing each street; or

II. A corner entrance, oriented toward both streets placed at an angle of 45 degrees.



E. The main entrance to a building that is open to the public shall be clearly identifiable by emphasizing and enhancing the architectural details, such as a change in plane (e.g., the entrance may be recessed on the street level façade), differentiation in material and color, enhanced lighting, and signage.

F. Utility, mechanical room, or service entrance doors shall not face any street frontage.

G. Any building or development with 200 linear feet or more of street frontage and containing nonresidential uses shall provide pedestrian access into the site by means of a pocket plaza or other civic space of at least 600 square feet and with a minimum dimension of 25 feet.

H. Each development shall include no more than one vehicular access point per 200 linear feet. On-site loading areas may be accessed separately, but shall include no more than one per block, and not be visible from the street.

4.5 PARKING AND TRANSPORTATION DEMAND MANAGEMENT REGULATIONS

1. Parking Unbundling

A. The cost of parking spaces shall be unbundled from the cost to rent residential or commercial space in the building. For example, residents must be given the option to rent no spaces, one space, or if there is sufficient supply, two parking spaces at differing prices.

2. Special Vehicle Parking Requirements

All developments shall provide:

A. Vehicle charging station for a minimum of one percent of the total number of vehicle parking spaces provided;

B. Designated stalls for scooters, mopeds and motorcycles at a ratio of one space for every 25 units and/or 25,000 square feet. These spaces shall have a minimum dimension of 5' x 8', and they shall count toward satisfying the minimum parking requirement; and

C. Directional signage at all parking area entrances indicating the location of vehicle charging stations, shared vehicle parking spaces, and the stalls for scooters, mopeds and motorcycles

3. Parking Lifts and Tandem Parking

A. Use of any type of parking lifts that allows for motorists to retrieve a vehicle without having to have another person move their vehicle first is permitted.

B. Tandem parking is only permitted between residential spaces belonging to the same unit. Both tandem spaces shall be 22 feet long. One temporary parking space shall be provided for each 25 tandem parking spaces.

4. Off-Site Parking

A. Parking required to serve a nonresidential use may be on the same or a different site under the same or different ownership as the use served, provided the parking shall be within the following distances of the use served measured from the nearest corner of the parking facility to the entrance of the use served via the shortest pedestrian route:

I. Non-residential: 300 feet

B. Required nonresidential parking may be located off-site from the use which it serves, subject to the approval of the Community Development Director of a lease agreement and recorded covenant and recorded covenant providing that the off-site parking shall be available when the use commences and continuing so long as the use is in effect.

C. A Building Permit for the use shall not be issued until the covenant has been recorded with the County Recorder and a copy filed with the Community Development Department. The covenant cannot be terminated, amended or removed without the written approval of the Community Development Department.

5. Parking Structure Design

A. Ground floor parking structure façades facing public streets shall be limited to entrance and exit locations and comply with the standards of the Parking Frontage (Table 4.10).

B. Standalone Structures. Standalone parking structures shall meet the following standards which are intended to facilitate potential adaptive reuse of the structure for other purposes if the parking need decreases in the future.

I. Ground floor height shall be a minimum of 15 feet measured from floor to ceiling.

II. Upper floor heights shall be a minimum of 12 feet measured from floor to ceiling or height determined by mechanically stacked parking.

III. Light wells shall be provided between parking bays and shall have a minimum width of 25 feet.

IV. All floors of the parking structure shall be designed as flat, level surfaces.

V. The structural calculations for the floors within the parking structure shall be designed to take into account the need for additional load-carrying capacity for future habitable uses.

VI. Levels of parking above the ground floor shall be architecturally enhanced to minimize the visual impact of above ground parking structures from street views along collector and arterial streets.

C. Alternative Compliance. Alternative compliance to (B) may be achieved through the construction of a below grade parking structure or a lower-floor podium of a multistory building.

6. Bicycle Parking

A. Bicycle parking rates shall comply with Table 4.13 (TOD Minimum Bicycle Parking Requirements).

Table 4.13: TOD Minimum Bicycle Parking Requirements

Use	Number of Spaces
Multi-Family[1]	0.5 space per unit
Restaurants, Bars and Clubs	1 per every 300 sf
Retail sales and services uses; offices [1]; and entertainment uses, excluding theaters	1 per every 1,000 sf; 3 min.
Theaters	1 space per 250 sf
End Note: [1] Multi-family developments and office developments are required to have both short-term guest parking racks and long-term resident/employer parking enclosures.	

B. Bicycle Parking Design. Bicycle parking spaces shall comply with the standards in this Subsection.

I. Bicycle parking shall consist of either a rack or lockable enclosure with individually secured spaces;

II. Lockers and racks shall be securely anchored to a structure or the pavement;

III. Racks shall be designed and installed to support the bicycle upright by its frame in 2 places in a manner that will not cause damage to the wheels and to allow the frame and one or both wheels to be secure;

IV. When located within a parking area, curbs, fences, landscaped areas, or similar barriers shall be installed and maintained for the mutual protection of bicycles, vehicles, and pedestrians, unless the Community Development Director or designee determines it to be unnecessary; and

V. Customer and guest bicycle parking shall be placed in a convenient, highly-visible, active, and well-lit location not more than 100 feet walking distance on the ground floor from the main entrance but may not interfere with pedestrian movements.

VI. Resident and employee bicycle parking shall be placed in a sheltered and secured area with individually secured spaces.

7. Transportation Demand Management.

This section overrides the code text in CMC 12-7-2:

A. Any development of over 25,000 total square feet shall provide, in the lobby or other location visible to the greatest number of project employees or residents up to date and printed information about public transportation, carsharing and bicycling options in the area, such as maps, advertisements for useful digital applications, etc. Printed information regarding on-site facilities such as bicycle parking and showers, if applicable, shall also be provided.

B. Any development of over 50,000 total square feet shall comply with the requirements of (A) and upgrade bus stops adjacent to the property or within 100 feet of any property line to be compliant with Metro's Transfers Design Guide or other standards of the stop's transit operator. Bus stops shall at a minimum include a shade structure and bench. The Director of Public Works shall have the ability to waive this requirement if it is infeasible.

C. Any development of over 100,000 total square feet shall comply with the requirements of (A) and (B) and maintain carshare vehicles on-site. At least one carshare vehicle must be made available for each 100 residential units or 100 anticipated project employees. Shared company vehicles may substitute for carshare vehicles in proportion to the number of employees that they are available to.

8. Shared Parking and Parking Reductions.

When the Director of Community Development determines that the peak parking demand for a project may be met by a number of parking spaces less than required by CMC 30-21, he or she may grant a reduction of the total number of parking spaces by up to 50 percent, provided that one or both of the following conditions are met:

A. Two (2) or more uses share a parking facility and satisfy the requirements below:

I. The applicant shall provide a parking study from a traffic professional engineer (TE) based on a survey of at least three similar projects.

II. Each applicant that desires to participate in a shared parking program shall show evidence that there is no substantial conflict or overlap in the principal operating hours of the buildings or uses for which the shared parking facilities are proposed.

III. Parking facilities may be located on a different lot from the lot on which the use to be served is located provided the distance from the lot on which the use is located and the lot used for the required parking is not greater than three hundred (300) feet. Said distance shall be measured along public walkways from the nearest lot line of the lot on which the uses are located to the nearest lot line of the lot on which the required parking is located. Property owners involved in the joint use of offstreet parking facilities shall submit an agreement and covenant for such joint use by a proper legal covenant approved by the Director as to form and content. Such covenant shall be submitted with the entitlement application. Such instrument, when approved as conforming to the provisions of this Section, shall be recorded in the office of the County Recorder within thirty (30) days of City approval, and copies of said recorded documents filed with the Community Development Department.

B. Applicants provide Additional Transportation Demand and Trip Reduction Measures in excess of those required in (8) above, contingent upon the following requirements:

I. The applicant shall produce a parking study from a traffic professional engineer (TE) demonstrating that the Additional Transportation Demand and Trip Reduction Measures will be effective in reducing on-site parking demand.

II. Examples of additional Transportation Demand and Trip Reduction Measures include but are not limited to providing free transit passes and free carshare memberships to project employees or residents; establishing a “Guaranteed Ride Home” program and promoting work from home.

4.6 PUBLIC ART REQUIREMENTS

A. Purpose. Public artwork can add to the community by demonstrating community identity and pride, enlivening the area and providing a sense of aesthetic pleasure. As a result, public art should be included in each project.

I. Whenever the valuation of a new structure or project equals or exceeds one million dollars ($1,000,000), the developer of such project shall provide public art onsite valued at 0.5% of the project’s total valuation, or

C. For the purposes of this Section, project valuation shall be the valuation of the building or structure as determined by the Building Division for the issuance of the building permit(s).

D. For the purposes of this draft TOD Specific Plan, public artwork consists of works created by artists including but not limited to - sculptures or art installations, performance art, active artist designed landscaping, painting, murals, mosaic or relief artwork applied to publicly accessible exterior spaces, public open space, publicly maintained walkways and transit corridors, facilities or structures that are sited on or near the construction project.

E. All designs for public art shall be submitted with the project plans to be approved with the building permit. The designs shall be approved in keeping with the procedures for the City Arts Commission, if one exists, or otherwise shall be evaluated by the Architectural Review Board.

5. DESIGN GUIDELINES

5.1 INTRODUCTION AND USE OF DESIGN GUIDELINES

The intent of the following guidelines is to ensure consistent development outcomes within the Specific Plan area that reflect the vision for Downtown Compton described in Chapter 2.

The chapter will be used as a guide for Design Review by the appropriate review bodies (Tier 1 – Community Development Director; Tier 2 – Planning Commission), described in Section 4.1.7, as well as for general project reviews by the Community Development Department. The appropriate review body should assess overall compliance with the guidelines as a part of project review; the assessment may impact project approval.

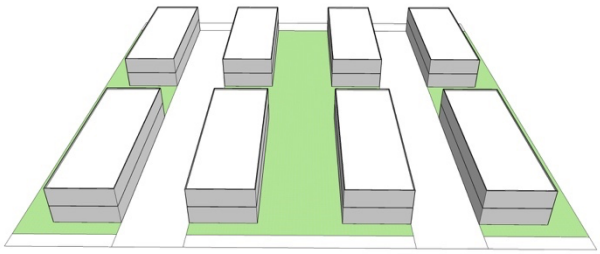
Guidelines below are organized by functional topics and apply to all multi-family residential, commercial and mixed-use construction.

5.2 BUILDING SITING AND ORIENTATION

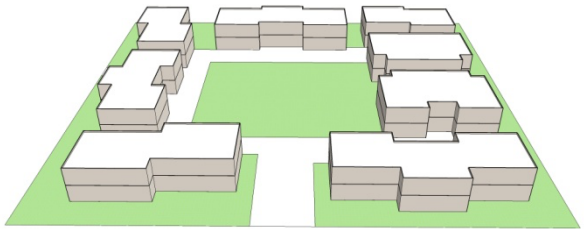
Buildings should be located and designed to facilitate pedestrian activity by being oriented to the street and sidewalks.

Entry and edge design features such as landscaping, architectural signage and monumentation, and/or enhanced paving should be incorporated.

Buildings should be sited to avoid random and irregular building relationships, and arranged to create a sense of unity and overall harmony. To the maximum extent possible, new structures should be clustered to create plazas and open space areas and avoid creating of “barrack-like” rows of structures. Where clustering is impractical, a visual link between separate structures should be established. This link can be accomplished through the use of an arcade system, trellis or other open structure.



Discouraged: “Barrack-like” layout



Encouraged: Oriented to create usable open space

Existing residential uses shall be buffered from incompatible commercial development to mitigate negative impacts due to noise, vibration, shading, light and glare, and aesthetics. Intensified landscaping, increased yard depths and/or appropriate building orientation should be utilized as a means of providing adequate separation between such land uses.

5.3 BUILDING MODULATION AND ARTICULATION

Building design should avoid large monotonous facades, long straight-line building fronts, plain box shapes, and barren exterior treatment. All building elevations visible from a public way should be highly articulated.

Building design should emphasize individual units within a building, larger units and/or anchor stores within retail projects, and foyers, lobbies, and reception areas within non-retail commercial projects. Ways to articulate buildings include giving individual identity to each vertical module by using the following design elements:

- Vary building heights within a project;
- Provide a deep notch between the modules;
- Vary architectural elements between units (e.g., window color, roof shape, window shape, stoop detail, railing type);
- Provide porches and balconies; and
- Vary color or materials of each individual module within a harmonious palette of colors and materials.

Building form and articulation should be used to accentuate public entrances, de-emphasize service areas, and define and shelter pedestrian walkways and exterior spaces.

Buildings with angled corners, plazas, or other architectural feature are encouraged at corner locations to help anchor the intersection. Building corners may be emphasized by use of elements such as towers, domes or entries. Vertical architectural elements such as towers should be used as focal points. Towers may exceed the vertical height limit to the zone by 15 feet, as long as they are no longer than 30 feet on a side and do not contain floor space.

The height of taller buildings should transition down toward lower buildings that are adjacent or across the street.



Horizontal articulation



Vertical articulation



Corner towers



Height transitions between historic buildings (center) and new development (left and right)

5.4 ARCHITECTURAL THEME, MATERIALS, FINISHES, AND COLOR

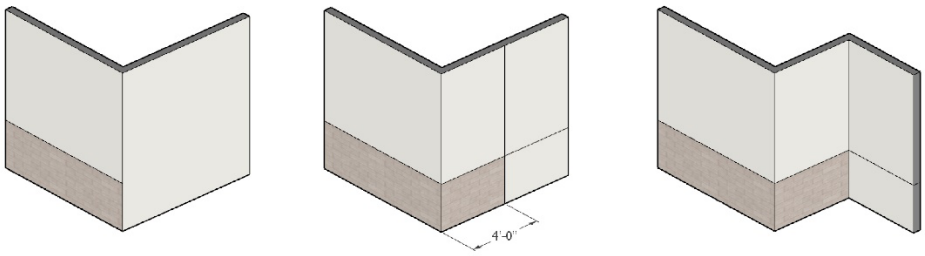
There is no required architectural theme for new development within the Specific Plan area. However, it is envisioned that larger developments will use contemporary styles. Original art murals may be used on primary or secondary facades, subject to the standards described in Chapter 7.

The architectural style and use of materials should be consistent throughout the entire development. Differences in materials and details may occur where the intent is to differentiate between the residential and commercial scale and character of the structure(s). High-quality, innovative and imaginative architecture is encouraged.

For remodels or additions, the theme should be true to the original intent and style of the building.

High-quality materials and finishes appropriate to the architectural style, scale, character and design theme of the building should be used. Materials, finishes and colors should unify a structure's appearance and be selected to work harmoniously with each other. Exterior design and building materials should reflect permanence and quality. Graffiti-resistant materials and paints are strongly encouraged.

Buildings should be treated as a whole and finished appropriately on all sides (360 degrees) to appear integral to the building and avoid appearing "tacked on".



Prohibited
Change of material at corner

Required - Option 1
Continue material around corner for a minimum of 4 feet

Required - Option 2
Continue material around corner to a change in wall plane

Material changes shall not occur at building corners. The same material shall continue around corners for a minimum distance of four feet. Ideally, the same material should continue to the next change in the wall plane.

5.5 ON-SITE CIRCULATION AND PARKING

Pedestrian walkways to connect buildings on a site to each other, to on-site automobile and bicycle parking areas, and to any on-site open space areas and amenities shall be provided.

All pedestrian walkways and publicly accessible areas shall be well-lit. Lighting should be low mounted and downward casting in a manner that reduces light trespass onto adjacent properties.

Where pedestrian paths or walkways cross parking areas or driveways, decorative and high-visibility paving and/or speed tables should be used to define the pedestrian space and delineate crossings.

When above-grade parking structures are used,

A. They should in general be hidden behind buildings. In the case that structures are located on any street frontage, they are subject to the frontage standards in Section 4.3.7.

B. When structures are standalone (not located within the podium of a building), they are subject to the design standards in Section 4.5.6.

C. The massing and architectural design of the parking structure should be consistent and compatible with the rest of the development within which the parking structure is to be located. Heights shall be shorter than adjacent buildings on-site.

D. Parking buildings should have openings for natural lighting and ventilation and simultaneously encourage a unified aesthetic on the exterior façade. Enclosure building strategies include but are not limited to complete or half-height trailing, spandrels, curtain wall, window wall, living green walls and louvers. Infill walls should have openings compatible in aesthetics with the adjacent buildings.

E. Vehicular access to parking structures should be designed so as not to obstruct free flow of traffic on adjoining public streets. Vehicular entrances and exits shall be no wider than 25 feet and be located so as to minimize turning movement conflicts as vehicles enter and exit the structure.

F. Pedestrian access points to the parking structure should be located to avoid pedestrian/vehicle conflicts.



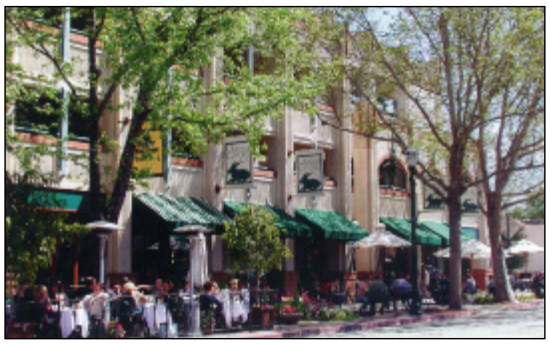
Walkway lighting



Speed table across local street connecting plazas and walkways



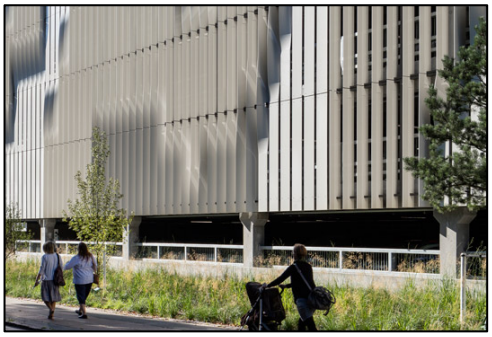
Parking structures with individual windows and complementary materials



Parking structure with a shopfront frontage type and outdoor dining



Living green walls with outdoor seating

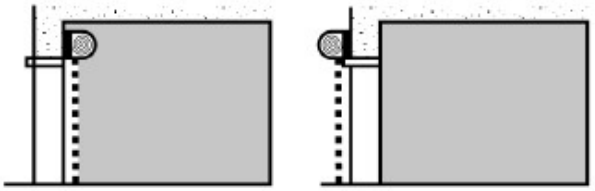


Parking structures with Louvers façade and landscape strip.

5.6 FAÇADE ENHANCEMENTS AND ACTIVITIES

Awnings or canopies over public walkways for storefronts and businesses are encouraged. The size, scale and color of the awnings should be designed to be compatible with the rest of the building; awnings should not be the predominant element of the façade, but should accent the top edge of ground floor windows and door frames. Awnings should not cover the storefront piers or pilasters and should be divided into sections to reflect the major vertical divisions of the façade.

The use of solid roll down security grates is prohibited in any location directly visible to the public, including for primary building entries. Alternatives to solid roll down grates include interior roll down grates, architectural features such as the use of wing walls or landscaping, or other security devices that can be completely concealed during regular business hours.



Patio Dining on private property is encouraged. Patios may face the sidewalk, or face interior courtyards and open spaces.

Sidewalk Dining on public right-of-way is permitted immediately in front of full service or take-out restaurants on streets with a 10' minimum sidewalk. The following additional standards apply:

A. Display of an outdoor dining menu is permitted on a single-sided framed menu attached to a moveable barrier within the sidewalk or patio dining area. The size of the frame shall not exceed three square feet. Freestanding pedestal menus or A-frame displays are also permitted so long as they do not block pedestrian movement, are moved indoors when the restaurant is closed, and are no greater than 6 square feet per side and no taller than 3' high.


Facing sidewalk

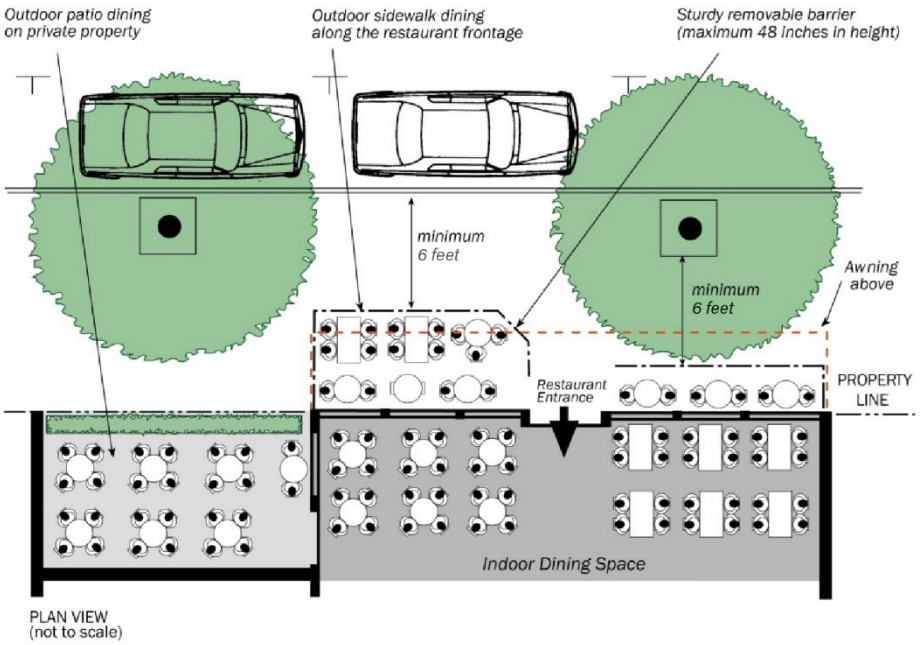

Facing interior open space



Within Sidewalk Amenity Zone

B. Approval of Encroachment Permit is required from the Public Works Department.

C. Along Compton Boulevard, the outdoor dining area is restricted to the "spill-out zone" as defined in Section 6.3. Along side streets, the outdoor dining area must maintain at least six feet of unobstructed sidewalk.



Off of Compton Blvd, outdoor dining must leave an open travel path of at least six feet.

5.7 RESIDENTIAL OPEN SPACE

Common open space areas shall be convenient to the residential portion of a mixed-use development, separate and secure from the non-residential component, and clearly marked for resident use only.

Common open space areas shall contain amenities appropriate to the project's size; i.e. pools, and recreation buildings or rooms are encouraged for larger projects. Children's play areas shall be sited to be visible from residential units and not visible from the public right-of-way.

Accessible rooftop open space may be used as common useable open space by the residents. It may also be used for private useable open space, when the space is directly accessible from the unit(s).



Appropriately scaled and usable open space



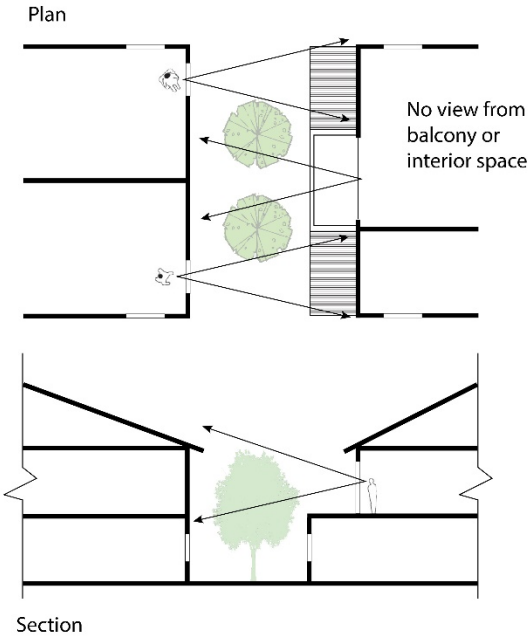
Child play spaces protected from streets and non-residential uses

5.8 RESIDENTIAL PRIVACY

Given the presence of noisy roads and rail lines in the planning area, residential units shall be constructed and designed to reduce noise. Proper design may include, but shall not be limited to, building orientation, double windows, wall and ceiling insulation, and orientation of vents. Common walls between residential and non-residential uses shall be constructed to minimize the transmission of noise and vibration.

Residential uses shall be buffered from adjacent industrial uses and off-site parking by a wall and vegetation.

Buildings shall be oriented to promote privacy to the greatest extent possible. Windows of non-residential buildings in a mixed-use development should be oriented to avoid a direct line of site into adjacent residential buildings or property. In mixed-use developments, residential windows should face away from loading areas and docks. To the extent residential windows face the windows of an adjacent unit; the windows should be offset to maximize privacy. Windows, balconies or similar openings should be oriented so as not to have a direct line-of-sight into adjacent units within the development, even if they are one story below or above, or they should be screened through trees. In addition, units above the first story should be designed so that they do not look directly onto private patios or backyards of adjoining residential property or units.



Where a mixed-use project abuts a residentially zoned property, a minimum of three feet of the required setbacks adjacent to the residential use shall be devoted entirely to landscaping, with evergreen trees or an evergreen trellis structure at least six feet in height (exclusive of any planter area curb).

5.9 GREEN AND ACTIVE ROOFS

The use of green and active roofs on structures is highly encouraged.

The sustainable values of green roofs include stormwater collection, building insulation and urban heat island reduction. Extensive green roofs can be used as planting areas, while intensive roofs can be used by owners and as domestic gardens, small-scale food production, and for general recreation. Stormwater drainage from roofs and the surrounding sites can be captured and harvested for re-use in landscaped areas through low-flow drainage systems.

Photovoltaic panels can be installed on green roofs to generate renewable energy while providing shade for rooftop recreation. They can also be used on top of parking garages to generate energy and shade vehicles.

Active roofs provide common open space for residential, office and commercial uses. Examples of active roofs include recreational, lounging and social spaces for multifamily residential uses; residential rooftop pools and rooftop bars. The edges of roof decks that are adjacent to lower off-site residential uses should be located 6 feet back from the edge of the building in order to preserve privacy.

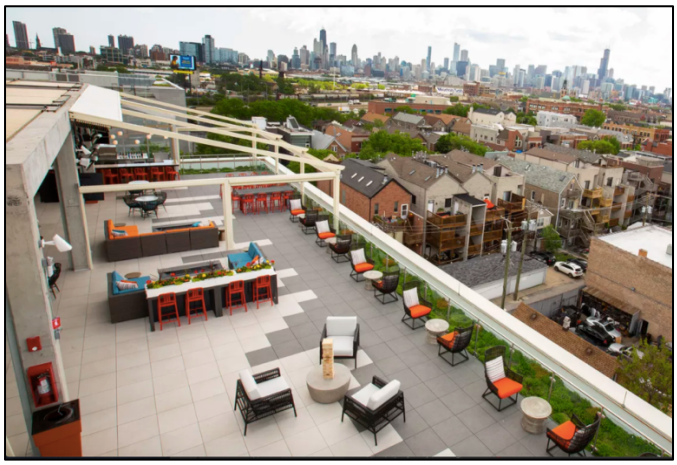
Roof patios used for bars or restaurants should have separate access systems than other building uses. Mechanical equipment, walls or other screening should be provided to inhibit noise from affecting on- or off-site residential uses.



Vegetated green roofs



Solar parking garage roofs



Rooftop bar with planters separating habitable space from the edge

5.10 WALLS AND FENCES

Exterior solid masonry walls shall be faced to complement the surrounding architecture.

Masonry walls of a uniform material shall vary in pattern, texture, and color, and employ elements such as columns, pilasters, capstones, banding, projections or cornices to interrupt the monotony of continuous lengths of wall.

Fences shall be constructed of composite vinyl or wrought iron and include stone or brick piers. Fence colors design shall blend into the landscape.

Fencing and walls should be kept as low as possible while performing their screening and security functions. The maximum height of fencing or walls is 4 feet, except for interior property lines, where it is 6 feet.

5.11 EXTERIOR LIGHTING

Every project should have adequate lighting to provide for security and visibility, particularly along walkways and driveways, entrances to parking areas, and open space areas. The design of light fixtures and their structural support shall be architecturally compatible with the main buildings on-site.

Site, parking lot and building security lighting should not impact surrounding or neighboring properties. The type and location of such lighting shall preclude direct glare onto adjoining property, streets, or skyward. All lighting fixtures must be shielded to confine light spread on-site.

In mixed use projects, all site, parking lot and building security lighting should be appropriately shielded so as not to spill over into or otherwise adversely impact the residential portion of a mixed use development. Lighting on walking and driving surfaces shall be one foot candle minimum.

5.12 OUTDOOR SERVICE, STORAGE AND LOADING AREAS

Outdoor storage and service areas (including, but not limited to, service entrances, loading docks and bays, outdoor storage of commercial vehicles and refuse and recyclable collection facilities) shall be clearly defined and designated for convenient access. They shall not conflict with vehicular access, on-site parking facilities, pedestrian walkways, or customer entrances. Trash or recyclable areas shall not be visible to the public.

All outdoor storage and service areas for commercial uses shall be located so as to be convenient to the commercial users and where associated odors and noise will not adversely impact the residential units in a mixed use project, or adjacent residential uses.

Outdoor storage and service areas shall not be visible from public right-of-ways and shall be fully concealed or screened from on-site and off-site public view with a combination of building features, decorative walls and landscaping consistent with the architectural style of the building.



Mechanical equipment screening



Downward-directed lighting

6. STREET SYSTEM AND MOBILITY

6.1 EXISTING STREET SYSTEM

The KBK Development is located on along the north side of East Compton Blvd. from N. Spring Ave. to N. Santa Fe Ave. Compton Boulevard is a four-lane roadway (100' ROW, 85' curb to curb) running east-west that includes Class II bike lanes and on-street parking, and has a posted speed limit of 30 miles per hour. N. Spring Ave. and N. Willow Ave. are substandard, narrow local roads (40' ROW, 24' curb to curb) with one-side street parking and one-lane in each direction. Along the project's eastern edge is N. Santa Fe Ave. (100' ROW, 78' curb to curb) which is a four-lane, north-south roadway that accommodates street parking and a southbound Class II bike lane. It has a posted speed limit of 40 miles per hour.

6.2 PUBLIC TRANSIT

The project is located in a transit-oriented location where substitution of some automobile trips with transit trips is feasible. The center of the project site is located 0.45 miles away (a walking distance of approximately nine minutes) from Compton Station. The station provides Metro A Line (Blue) service to downtown Los Angeles and downtown Long Beach, each approximately 30 minutes distant. Travel times to Hollywood are approximately 45 minutes via the Metro B Line (Red). In 2018, Compton Station had a weekday average 3,308 daily boardings, sixth on the Blue Line after 7th Street/Metro Center, Willowbrook/Rosa Parks, Pico, Grand/LATTC and Florence.

Compton Station is also the site of the Martin Luther King Jr. Transit Center, which is a local hub for bus transit services, providing connections in all directions.

The intersection of Compton Blvd. and Santa Fe Ave. is served by Metro Bus Lines 60, 125, 127 and 128 as well as Compton Renaissance Transit Lines 4 and 5. All of these lines connect Compton Station with areas further east and/or south. The current bus stop in front of the project site is located on Compton Boulevard just west of Santa Fe Avenue. In keeping with Section 4.5.8, seating and a shade structure will be added by the developer.

6.3 COMPTON BOULEVARD

Figure 6.1 shows the circulation framework for the 501/601 E Compton Blvd site.

In order to implement the community vision for Downtown Compton (Section 2.2) and adequately complement the urban and pedestrian-friendly nature of the project, Compton Boulevard will need to transform from an auto-oriented pass-through corridor to a street that becomes a true destination for the City of Compton and transit users from around the region.





Narrowing of Compton Boulevard between Alameda Street and Santa Fe Avenue is needed in order to create a wider and more pleasant sidewalk in front of new and old buildings.



Level 1 Floor Plan & Site Plan
SCALE: 1" = 20'

0' 20' 40'

Figure 6.1 shows the existing and proposed cross-sections for the segment of the street between Alameda Street East and Santa Fe Avenue. The sidewalk width will grow from 8.5 feet to 16.5 feet, and the Class II bike lane will be replaced with a Class IV separated bikeway. The bikeway will be separated from traffic on both sides by parking and a small buffer space.

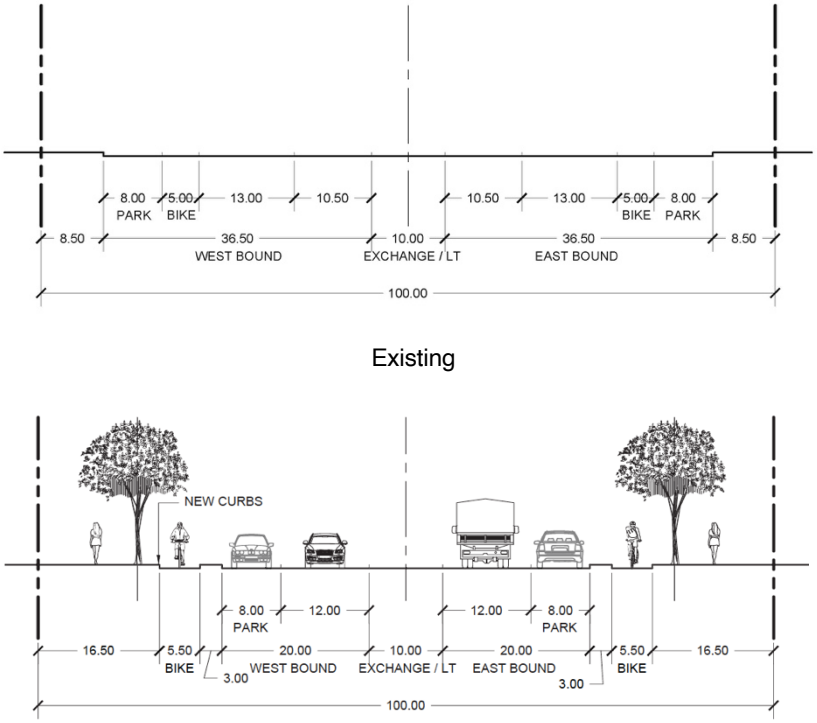


Figure 6-2. Existing and Proposed Cross-Sections – Compton Blvd – Alameda St to Santa Fe Ave.

The sidewalk area will be divided into four zones which are described below and illustrated in Figure 6-3.

1. Sidewalk Amenity Zone (Area A)

The sidewalk amenity zone shall be a minimum of 6.5 feet wide adjacent to the curb and shall contain the following elements:

A. Street trees

B. Benches

C. Pedestrian-focused lighting (optional)

D. Bike racks (optional)

E. Bus stops and related amenities (shelters, signage, lighting)

F. Wayfinding signage

If the alternate proposed cross-section is chosen by the City of Compton, the sidewalk amenity zone shall be a minimum of 5.5 feet wide.

2. Sidewalk Pedestrian Zone (Area B)

The sidewalk pedestrian zone is located between the sidewalk amenity zone and the property line. It shall be a minimum 6 foot wide space which shall remain clear of all obstructions to pedestrians.

3. Spill-Out Zone (Area C)

The spill-out zone is located on the public right-of-way and abuts the property line. It may contain temporary elements that serve the adjacent development, including:

A. Sidewalk dining with temporary furniture that is removed on a daily basis

B. A-Frame and menu signage

C. Temporary planters

4. Ground Floor Front Setback

Any ground floor front setback areas may be used for patio dining in conjunction with the Shopfront frontage type. Patio dining may include permanent furniture and fences separating the space that is out of the public right-of-way.

Planters may be placed in the ground floor front setback in accordance with the Lobby frontage type.

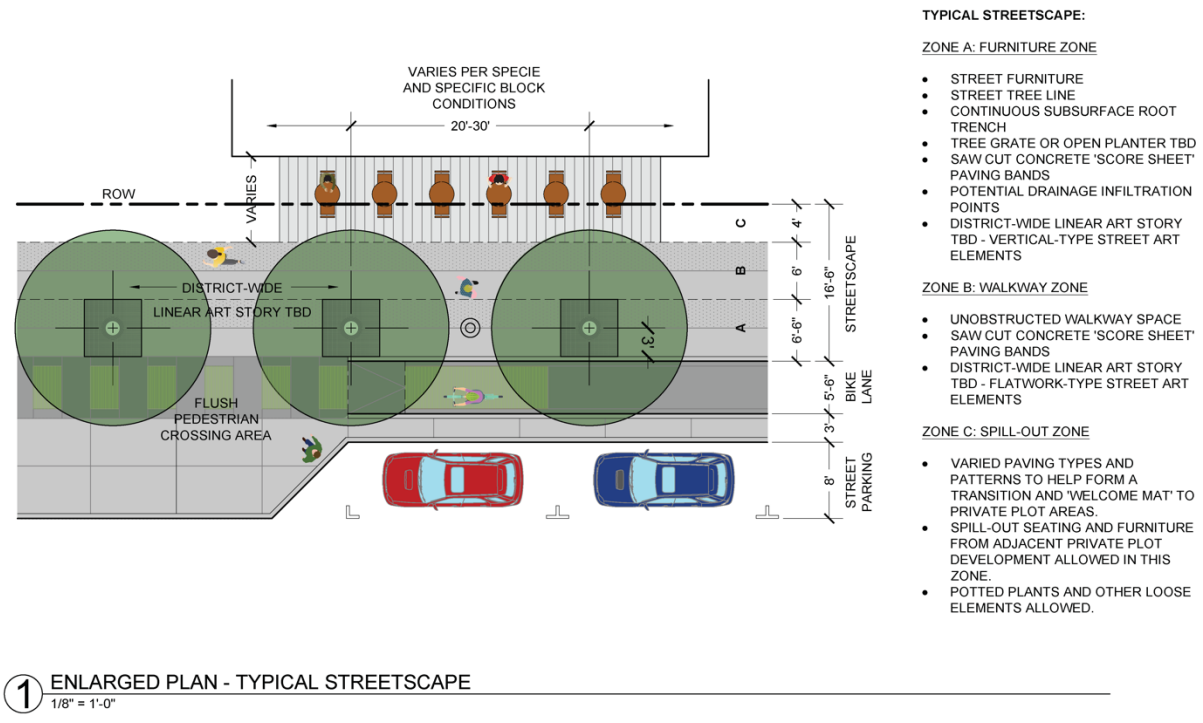


Figure 6-3. Typical Streetscape Plan and Streetscape Zones.

6.4 WILLOW PLAZA

Willow Plaza will be a publicly-accessible hardscape plaza created by closing N. Willow Ave. to vehicles through the middle of the project. A vehicular turnaround allowing for clear and easy maneuvering of vehicles on N. Willow Ave. shall be added at the north end of the project.

Public pedestrian and bicycle access from the stub end of N. Willow Ave. to Compton Blvd. shall be assured at all times of the day and night. Emergency access shall also be assured in the plaza through the use of retractable bollards.



Retractable bollards allow for emergency access from public streets to otherwise pedestrian plazas.

The plaza will include at-grade spaces that are below the new building. This section shall include lighting, public art and potential building entrances in order to activate the space and deter criminal activity.

Maintenance and security at Willow Plaza shall be undertaken by the property owner.

6.5 VEHICULAR ACCESS

Vehicular access to parking garages shall be from N. Spring Ave. and N. Santa Fe Ave. Due to the existence of a median on Santa Fe Avenue, vehicles entering the parking garage on Santa Fe Avenue shall enter via right turn only from southbound Santa Fe Avenue, and vehicles exiting the parking garage shall exit via right turn only onto southbound Santa Fe Avenue. No curb cuts shall be permitted on Compton Blvd.

7. SIGNAGE

7.1 APPLICABILITY

A. All signs within the Specific Plan area shall be designed, constructed and installed in compliance with the standards established in Section 30-22 (Sign Regulations) of the City Zoning Code.

B. Additional standards for signs permitted within the Specific Plan area are included in Subsection G.2 (Additional Specific Sign Standards) below. In the case of a conflict between the sign standards established in this Chapter and the standards in Section 30-22 (Sign Regulations) or any other sign standards included in the City Zoning Code, the standards in this Chapter supersede.

7.2 SIGN ILLUMINATION STANDARDS

A. Direct Illumination. Direct illumination is limited to marquee signs; see Subsection 2.a (Marquee Signs).

I. Direct illumination is limited to letters, numbers, symbols and accents on the marquee sign.

II. Exposed lamps on marquee may only be animated to create an effect of patterned illusionary movement provided the alternate or sequential activation of illuminated elements occurs on a cycle that exceeds two seconds.

III. Hours Permitted. All direct illumination on a marquee sign must be turned off daily at the close of business or 10 p.m., whichever occurs last.

B. Neon Signs

I. Exposed neon sign lighting is permitted only for entertainment or restaurant uses.

II. Exposed neon sign lighting is subject to the sign area limitations for all building mounted signs established in Section 30-22 (Sign Regulations) of the City Zoning Code.

III. Hours Permitted. Exposed neon sign lighting must be turned off daily at the close of business or 10 p.m., whichever occurs last.

C. Electronic Message Signs

I. Number of Signs. One electronic LED message sign is allowed per business and will be treated as the primary sign.

II. Changeable LED Copy.

a. Applicable Uses. Changeable LED copy signs are permitted for restaurants and entertainment uses. Other uses may use changeable LED copy signs with a Minor Use Permit.

b. Display. Electronic message signs must not flash, blink, flutter, include intermittent or chasing lights, or display video messages (i.e., any illumination or message that is in motion or appears to be in motion). Electronic message signs may display changing messages provided that each message is displayed for no less than 8 seconds.

III. Night-time Brightness.

a. Automatic Controls. Electronic message signs must be equipped with photocell technology to control and vary the intensity of light output depending on the amount of ambient light that is present to prevent overly bright luminance at night. Automatic controls must limit night luminance to a maximum of 100 nits when the display is set to show maximum brightness in 100 percent full white mode.

b. Manufacturer Certification. The applicant shall provide a written certification from the sign manufacturer that the nighttime luminance has been factory pre-set not to exceed 100 nits as described in paragraph 8.1.2.C.1. above, and that this setting is protected from end-user modification by password-protected software or other method as deemed appropriate by the Community Development Director.

c. Hours Permitted. Electronic message signs must be turned off daily at the close of business or 10 pm., whichever occurs first.

7.3 SIGN PROGRAM

A. Purpose. The purpose of the sign program shall be to integrate signs with building and landscaping design to form a unified architectural theme which conforms to the goals of this Specific Plan and the city's General Plan.

B. Review Authority. The Architectural Review Board shall conduct reviews of sign programs.

C. Design Guidelines. The purpose shall be achieved by using the same background colors and limiting the number of sign colors per site; using the same type of cabinet supports, mounting methods, component construction materials and illumination; and using uniform sign placement and proportionate letter and logo heights for large and small tenants.

D. Applicability. A sign program shall be required for the following projects:

I. New or substantially rehabilitated commercial, mixed-use, office and industrial projects with two or more tenant spaces.

II. Changeable copy signs.

E. Flexibility. After consultation with the Architectural Review Board, the Community Development Director may modify any sign standard(s) by up to 15% provided that the Director find that the modification in standards will not be detrimental to the design of the project or the experience of pedestrians along the sidewalk abutting the project.

7.4 DEFINITIONS

A. A-FRAME SIGN - Shall mean a freestanding, moveable sign usually supported by two upright sign faces (also known as a "sandwich board").

B. ABANDONED SIGN - Shall mean a sign whose use has ceased or been discontinued for a period of 90 consecutive days or which identifies a business or activity that has not occupied the premises for a period of 90 consecutive days.

C. ACCESSORY SIGN - Shall mean a sign whose copy refers to the products, facilities or services available on the premises.

D. ADDRESS - Shall mean the placement of a street number which identifies the street mailing address of a business or residence. It may also include the street name for additional clarity.

E. ADVERTISING DISPLAY - Shall refer to advertising structures and to signs placed for off-site outdoor advertising purposes on advertising structures.

F. ADVERTISING STATUARY - Shall mean a three-dimensional imitation or representation of a person or thing which is designed to promote or represent a commercial enterprise.

G. ADVERTISING STRUCTURE - Shall mean a structure of any kind or character erected, used, or maintained for off-site outdoor advertising purposes, upon which any poster, bill, printing, painting, or other advertisement of any kind whatsoever may be placed.

H. ANIMATED OR MOVING SIGN - Shall mean a sign which uses movement, lighting or special materials to depict action, movement or rotation.

I. APPROVING AUTHORITY - Shall mean the administrative, appointed or legislative agent or body with primary responsibility for approval of a sign permit.

J. ARCHITECTURAL REVIEW BOARD - Shall mean an interdepartmental board established by the City to review and evaluate new projects to ensure that they meet the highest standards for design and construction.

K. AUDIO - Shall mean the inclusion in a sign of any sound emitting mechanism or production of sound from a sign.

L. AWNING OR CANOPY SIGN - Shall mean a sign that is mounted or painted on or attached to the vertical surface or flap of an awning or canopy.

M. BANNER SIGN - Shall mean a nonpermanent sign composed of fabric, plastic, paper or other lightweight material which contains advertising copy and is attached to a building, pole, frame or vehicle.

N. BENCH/TRANSIT ENCLOSURE SIGN - Shall mean a sign displayed on a transit bench or on any surface of a transit enclosure.

O. BILLBOARD SIGN - Shall mean a sign, excluding a supergraphic sign, which advertises goods, products, services or facilities not sold, produced, manufactured or furnished on the premises on which the sign is located (also known as outdoor advertising, off-premises sign or off-site sign).

P. BUILDING FACE OR FRONTAGE - Shall mean that portion of a main building most nearly parallel to a street or parking area.

Q. BUSINESS IDENTIFICATION SIGN - Shall mean sign copy, including logo, used to identify the name and address of a premises, business, building or portion of building upon which it is located, and which includes no other information.

R. BUSINESS INFORMATION SIGN - Shall mean a sign in which a business or occupant's name, address, phone number or hours of operation are provided, but which contains no advertising copy.

S. CAN SIGN - Shall mean a sign contained within a structural casing or canister, often composed of sheet metal or aluminum, covered by glass, plastic or similar material upon which the sign copy is affixed, and which may be internally illuminated (also known as a "canister sign").

T. CANOPY SIGN - See "awning sign."

U. CENTER IDENTIFICATION SIGN - Shall mean a sign containing the name and/or primary occupants of a multi-tenant center (also known as a "multi-tenant sign").

V. CHANGEABLE COPY SIGN - Shall mean a sign in which the copy/text may be manually changed or rearranged without altering the face or surface of the sign.

W. CHANNEL LETTER - Shall mean individual letters or figures affixed to a building, raceway or other sign structure.

X. CIVIC EVENT SIGN - Shall mean a temporary noncommercial sign, posted to advertise a civic event sponsored by a public agency, school, church, civic-fraternal organization or similar civic organization.

Y. CONDITIONAL USE PERMIT - Shall mean a permit approved by the Planning Commission at an advertised public hearing for specified types of signs which are not automatically permitted by the Code.

Z. CONSTRUCTION SIGN - Shall mean a temporary sign erected on a parcel where construction is taking place, limited to the duration of the construction, indicating the names of the architects, engineers, contractors, owners, financial supporters, sponsors and similar individuals or firms having a major role or interest in the project.

AA. COPY AREA - Shall mean the actual area of sign copy applied to any background including any lettered, written, pictorial or other visual sign unit displayed for the purpose of conveying a message.

BB. DIRECTIONAL SIGN - Shall mean an on-premises sign limited to directional messages principally to facilitate safe movement of pedestrian or vehicular traffic, such as "one-way," "entrance" or "exit."

CC. DIRECTORY SIGN - Shall mean a sign listing the tenants or occupants of a building or group of buildings which may contain suite numbers, names and logos but no advertising copy.

DD. DOUBLE-FACED SIGN - Shall mean a single sign structure with copy on both sides.

EE. EAVELINE - Shall mean the bottom of the roof eave or parapet.

FF. ELECTRICAL SIGN - Shall mean a sign or sign structure in which electrical wiring, connections or fixtures are used.

GG. ELECTRONIC READERBOARD - Shall mean a changeable message sign consisting of a matrix of lamps which are computer controlled (excluding time/temperature signs).

HH. EMERGENCY SIGN - Shall mean a sign placed temporarily by or with permission of a public safety agency to protect life and property in the case of fire, flood, explosion or other threat to public safety.

II. FACADE - Shall mean visible exterior building walls, including parapet walls.

JJ. FACING - Shall mean the portion of the advertising structure that contains any poster, bill, printing, painting or other advertisement of any kind whatsoever.

KK. FASCIA - Shall mean a horizontal band covering the joint between the top of a wall and the projecting eaves.

LL. FLAGS, FESTOONS, SPINNERS AND PENNANTS - Shall mean ribbons, tinsel, small flags, pinwheels, pennants, small balloons and similar items composed of fabric, plastic, paper or other light materials which are mounted to allow movement by the atmosphere and to attract the attention of the public (excluding official government flags).

MM. FLASHING, INTERMITTENT OR MOVING LIGHT - Shall mean a light or message that changes more often than once every four seconds. The illumination or the appearance of illumination resulting in a change of message or advertising copy is not the use of flashing, intermittent, or moving light, unless it changes more often than once every four seconds.

NN. FREESTANDING SIGN - Shall mean a permanent sign not affixed to a building, including ground signs, pole signs, pylon signs and monument signs.

OO. GRAND OPENING - Shall mean a promotional activity not exceeding 30 consecutive calendar days which occurs within two months of the establishment of a new business to inform the public of its location and product or service. Grand openings do not include annual or occasional promotions.

PP. GROUND SIGN - Shall mean a very low profile, freestanding sign oriented parallel to the ground, which maintains essentially the same height throughout its length.

QQ. HEIGHT - Shall mean the vertical distance from the natural grade beneath a sign measured to the highest point of the sign, including embellishments.

RR. ICON SIGN - Shall mean a sign designed to resemble the product or service (e.g., donuts, keys or shoes) offered on the premises.

SS. ILLEGAL SIGN - Shall mean a sign, advertising display or structure erected or constructed without first complying with all ordinances and regulations in effect at the time of its construction, erection or use; a nonconforming sign which has exceeded its authorized amortization period; an abandoned sign or any sign which is hazardous due to its location, physical condition or lack of required maintenance.

TT. ILLUMINATED SIGN - Shall mean a sign lighted by or exposed to artificial lighting either by lights on or in the sign or directed toward the sign.

UU. INCIDENTAL SIGN - Shall mean a small sign, emblem or decal providing information to the public regarding services available on the premises, such as credit cards, ATM availability, self service, cashier, etc.

VV. INFLATABLE SIGN - Shall mean inflatable statuary, hot air balloons, captive balloons or similar three dimensional inflatable objects designed to convey information or advertise a location and mounted to allow movement by the atmosphere and to attract the attention of the public.

WW. KIOSK - Shall mean a vertically oriented sign, typically with multiple faces, which is intended primarily to provide information to passersby.

XX. LEGALLY NONCONFORMING SIGN - Shall mean a sign which was legally established but no longer conforms to the provisions of this section and (1) whose amortization period has not expired or (2) whose continued use has been authorized by the Planning Commission or City Council.

YY. LOGO SIGN - Shall mean a licensed, certified, copyrighted or trademarked name, symbol, feature or trademark that represents a business, enterprise, group or activity.

ZZ. MAIN TRAVELED WAY - Shall mean in the case of a freeway, the traveled way of each of the separate roadways for traffic in opposite directions.

AAA. MARQUEE - Shall mean a sign located on a fixed, roofed structure which projects from a building and which is designed to advertise changing performances, attractions or events, either through manually placed copy or electronically controlled lighting. Information presented may be static or sequential, depending on the design of the copy system.

BBB. MENU BOARD - Shall mean a sign on the premises of a drive-thru restaurant which identifies the type and cost of available food items.

CCC. MONUMENT SIGN - Shall mean a low profile, freestanding sign with a solid or primarily solid support base.

DDD. MULTI-FACED SIGN - Shall mean a sign containing three or more faces.

EEE. MULTI-TENANT SIGN - Shall mean a sign which identifies or advertises more than one business or activity within a single sign structure (also known as a "center identification" sign).

FFF. MURAL - Shall mean a display painted onto a wall or display base which is designed and intended as a noncommercial decorative or ornamental feature and which does not contain any advertising copy (also known as "decorative graphic").

GGG. NAMEPLATE - Shall mean a non-illuminated, on-premises sign which gives only the name, address and/or occupation of an occupant or group of occupants.

HHH. NEON SIGN - Shall mean a sign which utilizes neon or other gases with translucent tubing in or on any part of the sign structure.

III. PAINTED OR PAINTED-ON SIGN - Shall mean a sign which is applied with paint or a similar coating directly on the surface of a wall, building, display base or sign structure.

JJJ. POLE SIGN - Shall mean a freestanding sign mounted above the ground on a single pole structure, typically centered on the pole (excludes directional signs six feet or less in height).

KKK. POLITICAL ELECTION SIGN - Shall mean a temporary sign used in connection with a local, State or national election or referendum.

LLL. PORTABLE SIGN - Shall mean a moveable sign which is designed to be easily moved and is not permanently attached to the ground or a building. Portable signs include A-frame signs, portable reader-boards and similar signs.

MMM. PROJECTING SIGN - Shall mean a sign which is attached to and projects from the exterior wall of a building where the display surface of the sign is not parallel to the wall of the structure to which it is attached.

NNN. PROMOTIONAL ACTIVITY SIGN - Shall mean a sign erected on a temporary basis to promote the sale of new products, new management, new hours of operation, a new service or a special sale.

OOO. PYLON SIGN, DOUBLE - Shall mean a freestanding sign which is designed in a "gateway" format, with a double support structure and a connecting, thematically integrated panel on which is typically placed copy and/or a logo to mark the name identification of a major business, center or facility. Double pylon signs are architectural or decorative in character to emulate gateways.

PPP. PYLON SIGN, SINGLE - Shall mean a freestanding sign which is incorporated into a single, vertical structure on which is typically placed copy and/or a logo to mark the name identification of a major business, center or facility. Single pylon signs are decorative in character to emulate the form of a monument.

QQQ. RACEWAY - Shall mean a channel attached to a building which provides a mounting surface for a facade sign and which generally contains the electrical connections for illumination.

RRR. REAL ESTATE SIGN - Shall mean a temporary sign that relates to the sale, lease or rental of property or buildings on the premises on which it is located.

SSS. ROOF SIGN - Shall mean a sign that is mounted on the roof of a building or that is dependent upon a building for support and/or that projects above the top walk or edge of a building with a flat roof, the eave line of a building with a gambrel, gable or hip roof or the deck line of a building with a mansard roof.

TTT. SIGN - Shall mean an object, device, display or structure, or part thereof, situated outdoors or indoors, which is used to advertise, identify, display, direct or attract attention to an object, person, institution, organization, business, product, service, event or location by any means, including words, letters, figures, design, symbols, fixtures, colors, illumination or projected image.

UUU. SIGN FACE - Shall mean the exterior surface of a sign, exclusive of structural supports.

VVV. SIGN PERMIT - Shall mean a permit issued by the Department of Building and Planning for installation of a sign.

WWW. SIGN PROGRAM - Shall mean a comprehensive plan that addresses all signs within a site that is designed to achieve aesthetically appealing and compatible signage for projects with major roadway exposure, multiple-signage requirements or complex or unusual signage needs.

XXX. SIGN STRUCTURE - Shall mean the structural supports, uprights, bracing and decorative skirting for a sign.

YYY. SUPERGRAPHIC SIGN - Shall mean a sign, consisting of an image projected onto a wall or printed on vinyl mesh or other material with or without written text, supported and attached, to a wall with an adhesive, stranded cable and eye bolts or other materials or methods which covers more than 20% of a wall, building, facade or other structure.

ZZZ. TEMPORARY SIGN - Shall mean a sign, generally constructed of paper, cloth, canvas or other similar lightweight material, with or without a frame, intended to be used for a limited period of time.

AAAA. TIME/TEMPERATURE SIGN - Shall mean a sign which communicates time and temperature information in digital or analog fashion, frequently in connection with business logo or identification copy.

BBBB. UNDER CANOPY SIGN - Shall mean a sign suspended beneath a projecting canopy, awning, ceiling or marquee.

CCCC. VEHICLE SIGN - Shall mean a sign which is attached to or painted on a vehicle the principal purpose of which is to attract attention to a product or provide directions to an activity or business.

DDDD. WALL SIGN - Shall mean a sign which is attached parallel to and projects no more than 12 inches from the exterior wall of a building, building facade, perimeter wall or fence.

EEEE. WINDOW SIGN - Shall mean a sign, picture, text or symbol designed to communicate information about an activity, business, commodity, event, sale or service that is placed in or on, or is visible from, the exterior of a window.

7.2.1 Table Sign Matrix			
Sign Type	**Maximum Number**	**Maximum Area**	**Other**
Façade: Wall or Canopy			
Business Identification	1 per street, paseo or parking lot frontage	2 sf per lineal foot of frontage, not to exceed 200 sf	Maximum area applies to aggregate of all façade signs
Accessory	2 per street or parking lot frontage, with a maximum of 8 installed on no more than 2 facades	40% of the size of the business identification sign per accessory sign	Maximum 2 line copy, 1 product or service per sign May not project above height of primary sign or first floor
Canopy			Awning and canopy signs may be permitted only as an integral part of an awning or canopy to which they are attached or applied. Signs on awnings are only permitted on the awning flap (valance) and content is limited to the business name, building name or address number. The letter height shall not exceed 10 inches. The lettering shall be located in the middle 70 percent of the valance area.
Under Canopy	1 sign per primary business entrance	8 sf	
Free Standing Signs			
A-Frame	1 sign per business	6 sf per face	Maximum height: 3 ft Maximum width: 2 ft Must be located in Sidewalk Amenity Zone and must be removed each day at close of business.
Business Identification: Monument	1 sign for each street frontage of 100 feet or more; not to exceed 2	32 sf per face	Maximum height: 5 feet To be used in conjuction with the Surface Parking frontage type Not permitted on Primary Downtown Frontage (Compton Blvd.)
Center Identification: Monument	1 sign only per center with 200 feet or more of street frontage located on a single street	1 sf for each lineal foot of frontage, not to exceed 200 sf	Must have at least three tenants. Can be building wall mounted To be used in conjuction with the Surface Parking frontage type Not permitted within 40 feet of Compton Walk Frontage
Projecting Signs			

Small Business Identification: Projecting (Blade)	May be used in place of Under Awning sign 1 sign per primary business entrance	8 sf per face	
Large Business Identification: Grand Projecting	May be used in place of Business Identification: Monument	32 sf per face	Mounted perpendicular to building wall at front entrance.
Center Identification: Grand Projecting	May be used in place of Center Identification: Monument	0.5 sf for each lineal foot of frontage, not to exceed 200 sf	
Marquee	1 per theater (movie or live performance)	1 sf per linear foot of frontage for the specific use being advertised in the marquee	Bottom of marquee must be mounted 12 feet from sidewalk. Marquee may encroach over sidewalk, but no closer than 15 feet from the bike curb.
Special Purpose Signs			
Wall: Directory Signs/Multiple Tenant Centers	1 wall sign per building entrance or pedestrian walkway entrance	12 sf per sign face	Maximum height: 6 feet (Ground Mounted)
Kiosk: Directory Signs/Multiple Tenant Centers	1 kiosk per pedestrian walkway entrance or plaza	12 sf of written area per face	Maximum height: 7 feet May be located within Sidewalk Amenity Zone One face shall reserve 4 sf for City agendas and public notices
Directional/Wayfinding Signage (Pedestrian)	1 per every 50 feet of street or walkway frontage or at points where changes in direction are required	4 sf per face	Maximum height: 8 feet
Artistic Mural or Mural Wall Sign	1 per building elevation	150 sf	Non-illuminated only Content must be approved by Community Development Director

7.2.2 Signs	
Sign Type	
A-Frame	P
Address	E
Audio	X
Balloons (helium filled, 1 foot diameter max.)	T
Banner (see CMC 30-22.5.c.4)	T
Bench (Transit)	X
Billboard	X
Business Identification	P
Canopy (Awning)	P
Center Identification	P
Construction	T
Directional	P
Directory	P
Emergency	E
Façade (Wall)	P
Flag (National)	E
Flags (Spinners, Festoons, etc.)	X
Flashing	X
Grand Projecting	P
Ground	X
Holiday Decorations	E
Incidental	E
Inflatable	X
Kiosk	P
Marquee	MUP
Menu	X
Monument	P
Mural	P
Painted-on	X
Pennant (Spinners, Festoons, etc.)	X
Pole	X
Political Election	T
Portable	P
Projecting	P
Pylon	X
Real Estate	T

Roof	X
Rotating	X
Supergraphic	MUP
Temporary	T
Time & Temperature	P
Under Canopy	P
Vehicle	X
Wall (Façade)	P
Window	X

E = Exempt
P = Permitted
MUP = Minor Use Permit
T = Temporary Only
X = Prohibited

8. INFRASTRUCTURE

8.1 INFRASTRUCTURE

The purpose of this report is to provide an overview of existing and planned infrastructure facilities, and to outline recommended infrastructure upgrades for the two, city block development known as the “KBK Development”. The recommended upgrades are based on analyses of the capabilities and capacities of existing facilities and projected infrastructure needs based on build-out of the Project Areas.

The City of Compton (City) encompasses 10.1 square miles of land and is centrally located in Los Angeles County bounded by the unincorporated Willowbrook on the north and northwest, the unincorporated West Compton on the west, the city of Carson on the southwest, the unincorporated Rancho Dominguez on the south, the city of Long Beach on the southeast, the city of Paramount and the unincorporated East Compton on the east, and by the city of Lynwood on the northeast.

The City has existing single-family and multi-family residential, large industrial centers for transit and distribution, business services and textile manufacturing and is fondly known as the “Hub City”, established over time in an informal pattern. The City’s population is 95,605 (2019). The project site consists of several lots on the 500 and 600 Block of Compton Boulevard, totaling approximately 2.13 acres of land in Compton, California.

8.2 LOCAL ROAD SYSTEM

The KBK Development is located on along the north side of East Compton Blvd. from N. Spring Ave. to N. Santa Fe Ave. Compton Boulevard is a four-lane roadway (100’ ROW, 80’ curb to curb) running east-west that includes Class II bike lanes and on-street parking. N. Spring Ave. and N. Willow Ave. are local roads with street parking and one-lane in each direction. Along the project’s eastern edge is N. Santa Fe Ave. which is a four-lane, north-south roadway that accommodates street parking and Class II bike lanes.

Currently the existing road standards infrastructure asphalt roads with concrete curb and gutter, concrete sidewalks, storm drainage systems, some underground utility systems, aboveground power/cable TV/FiOS/phone, and street lighting systems. The public streets in the City of Compton are built pursuant to the “Standard Specifications and Standard Drawings” dated June 2018, by the Department of Public Works.



Compton Boulevard looking east

The surrounding City streets should be brought up to current street design standards including:

- Construct American with Disabilities Act (ADA) curb ramps
- Close all unused driveway aprons
- Replace all non-ADA compliant driveway aprons
- Provide underground power to streetlights
- Install street trees
- Replace all non-ADA compliant sidewalk
- Remove all utility obstructions in sidewalks to provide ADA-compliant path of travel

8.3 SEWER SYSTEM

The entire project area is supported by existing City sewer systems. Around these two City blocks are underground sewage systems owned and maintained by the City's Public Works Department and Los Angeles County (LAC). The sewer lines within the area are mainly Vitrified Clay Pipes (VCP). The sewer mains are all under the major streets with smaller lateral lines connecting directly to existing commercial buildings.

The existing sewer demands are for Commercial zoning coefficients (0.015 cfs/Acre) per Los Angeles County Department of Public Works (LACDPW)[2]. The site is 2.13 acres meaning that the total existing, design flow rate would be 0.032 cfs. For new developments, we are expected to use 0.001 (cfs/unit) for the proposed 290 residential units, or 0.29 cfs. The program also calls for approx. 53,000 sqft (1.22 acres) of commercial space which would call for 0.018 cfs of sewer flows. The new project will have 0.308 cfs of average daily sewage flows. This is 0.276 cfs more sewage flows than the current zoning demands (commercial only).

The cumulative sewage effluent by this affected Tributary Area should be calculated using the Zoning Coefficient for runoff provided for a typical sewer area study by the Los Angeles County Department of Public Works (LACDPW) Land Development Division. The existing sewer along E. Compton Blvd. is an 8" VCP. Using the minimum allowable slope of 0.24%, the design capacity for the existing sewer main is at least 0.27 cfs which is less than the new design flow of 0.308 cfs.

Sewer laterals are sewer pipes which connect with buildings with sewer mains that run in the street. In general, new or upgraded sewer laterals are required for new buildings, with the cost of the installation borne by the developers.



[2] "Estimated Average Daily Sewage Flows for Various Occupancies" table, LACDPW, no date.

8.4 WATER SYSTEM

The City of Compton Water Utility Division is the sole water purveyor for the City. There are potable water lines under all the streets within the project area with pipe sizes varying from 6 to 10 inches. The existing pipes that distribute water services include Asbestos Cement (Transite - TR), Cast Iron (CI), and Ductile Iron (DI) pipes.

The proposed development build-out will see an increase in land use density, which in turn results in an increase in water demand. Many of the existing water lines in the project area are 8 inches in diameter and above. The 8-inch pipes generally have the capacity to handle the increase in water demand/load under total build-out. However, in order to meet the demand of water consumption, including water services for fire prevention purposes, such as demand of new fire hydrants and fire sprinkler systems in the new developments in the post total "build-out" condition, it is recommended older and smaller water pipes be upgraded.

The water purveyor will evaluate future development and conduct their own detailed analysis and will ultimately decide whether the water distribution facilities are required to be upgraded.



FIGURE 9-2
WATER SYSTEM

8.5 STORM DRAIN SYSTEM

The major storm drain systems within the project location are maintained by the Los Angeles County Flood Control District (LACFCD) as most storm water flows southwardly down the public streets. The main storm drainage systems consist of underground Reinforced Concrete Pipes (RCP) and Reinforced Concrete Boxes (RCB) ranging from 24 to 108 inches. There is a major storm drain trunk line, an existing 108" RCB (Line "E"), flowing south under N. Santa Fe Ave and E. Compton Boulevard.

The City's Public Works Department is responsible for planning, designing, constructing, and maintaining the local storm drainage systems. Surface runoff along the north-south local streets are captured by City storm drain systems before it reaches Compton Blvd. There are catch basins on both sides of the street at both N. Spring Ave. and N. Willow Ave., just north of E. Compton Boulevard. These City storm drainage systems will probably need to be reconfigured, so they are out of the new project's footprint.

Approximately 90-5% of the existing project site area is impervious. The new development will not directly trigger any need for upgrades to the City's existing storm drain facilities, due to the City's required Low Impact Development (LID) Mitigation Measures to treat and convey stormwater on-site via infiltration, capture and reuse, or biofiltration. This design will be based on the Geotechnical Engineers recommendations for the proposed development, which will stabilize and/or even reduce runoff in the vicinity.

There are currently no recommendations to upgrade the existing storm drain system within the project area.

LID Practices and Project Requirements

In October 2008, the County adopted the LID Ordinance as part of Los Angeles County Code Title 12, Chapter 84 to require the use of LID principles in all development projects except road and flood infrastructure projects. Unlike traditional stormwater management, which collects and conveys stormwater runoff through storm drains, pipes, or other conveyances to a centralized stormwater facility, LID uses site design and stormwater management to maintain the site's pre-development runoff rates and volumes. The goal of LID is to mimic a site's pre-development hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to the source of rainfall.

LID practices or stormwater quality control measures can be categorized into the following types:

- *Retention-based stormwater quality control measures*
  Examples: bio-retention, infiltration basin, dry well, permeable pavement, etc.
- *Bio-filtration*
  Example: bio-filtration area
- *Vegetation-based stormwater quality control measures*
  Example: stormwater planter (or planter box), vegetated swale, green roof, etc.
- *Treatment-based stormwater quality control measures*
  Examples: sand filter, constructed wetland, propriety treatment control measures.

All new development that requires new grading in the project area will require preparation of a hydrology study to demonstrate that building sites are free from flooding hazard. New development will be required to mimic the site's pre-development runoff by choosing the appropriate LID practice most suitable for the site. A proposed project must demonstrate that any proposed improvement, including filling, does not raise the flood level upstream or downstream of the project. As required by the County, developers shall prepare National Pollution Discharge Elimination System (NPDES) reports, such as the Water Quality Management Plan (WQMP) and Stormwater Pollution Prevention Plan (SWPPP), to ensure the quality of water is preserved and adverse environmental impacts are minimized.



FIGURE 8-3
STORM DRAIN SYSTEM

8.6 ELECTRICAL SYSTEM

Southern California Edison (SCE), which is a private utility company, provides electrical power service to the project area. SCE sets its own service standards, with oversight from the California Public Utilities Commission (CPUC), and facility improvement strategies. Currently, there is a network of aerial electrical facilities creating a power grid that supplies sufficient electrical service to the area. There is no major deficiency or functional problem in the power supply facilities within the project area.



The decision to upgrade the power supply facilities and the number of upgrades to meet the demand of future development will be determined by SCE in coordination with the City after developers have submitted their building plans. Demand for services and the ability to serve new developments are generally determined on a case-by-case basis.

Most of the electrical distribution facilities in the project area are aerial facilities. It is recommended that existing aerial electrical facilities be placed underground whenever funding is available. Underground electricity provides higher reliability, is safer in general and is also less unsightly. One of the potential funding mechanisms is CPUC Rule 20. CPUC Rule 20 is a set of policies and procedures established by the CPUC to regulate the conversion of overhead electric equipment to underground facilities, a process often referred to “undergrounding”. Rule 20 determines the level of ratepayer funding for different undergrounding arrangements.

CPUC Rule 20

Under Rule 20, undergrounding projects are financed by utility rate money, combined rate funds and local tax proceeds, or private funds, depending on whether Rule 20A, Rule 20B or Rule 20C provisions apply.

Rule 20A: *Rule 20A projects are paid for by all SCE customers and ratepayers, not just those who live in locations where facilities will be undergrounded. To qualify for full funding through utility rate proceeds, projects must produce a benefit to the general public, not just customers in the affected area, by satisfying one or more of these criteria:*

- *The location has an unusually heavy concentration of overhead facilities.*
- *The location is heavily traveled.*
- *The location qualifies as an arterial or major collector road in a local government’s general plan.*
- *The overhead equipment must be located within or pass through a civic, recreational or scenic area.*

Using CPUC formulas, SCE allocates rate funds to communities for undergrounding based on previous allocations, the ratio of customers served by overhead facilities to all the customers in the community, and the fraction that customers in the community represent of all SCE customers. Local governments use these formulas to project allocations, which allow them to prioritize projects and develop project schedules. Because funds are limited, local governments sometimes must wait and accumulate their allocations before starting an undergrounding project.

Rule 20B: *If an area is not eligible for Rule 20A or if local government cannot or chooses not to rely on the Rule 20A allocation process, Rule 20B allows rate funds to subsidize an undergrounding project. The subsidy includes an amount equal to about 5-20% of the total cost. The remaining cost is funded by local governments or through neighborhood special assessment districts.*

Rule 20C: *Rule 20C enables property owners to pay for undergrounding electric lines and equipment if neither Rule 20A nor 20B applies.*

It is also worth noting that, prior to any undergrounding process, SCE will take the lead in contacting the other low voltage utilities that might be sharing the power poles with SCE aerial facilities, such as the telecommunication providers (AT&T and Verizon) and cable TV provider (Spectrum) to coordinate and execute a joint trench. During this process, SCE will also reach out to the City's Public Service Counter for their assistance in contacting and coordinating with the aforementioned utility providers.

It is recommended that prior to approving new development, the City should contact SCE regional manager for the Compton area and set up an inspection at the new development site in order to determine whether the existing aerial SCE facilities in the area qualifies for Rule 20A funding.

8.7 NATURAL GAS SYSTEM

Natural gas is anticipated to be needed for the commercial components of the mixed-use development. Residential cooking needs are anticipated to be met through electrical power.

The Southern California Gas Company/Sempra Utilities (The Gas Company), which is a private utility company, is the gas service provider for the project area. Currently, gas pipelines are in all streets in the area (1" to 8" dia.).

The analysis on the capacity and capability to meet future demand will be conducted by The Gas Company in coordination with the County upon submittal of building plans by developers.

8.8 TELECOMMUNICATIONS SYSTEM

The project area is within the service area of both AT&T and Verizon, both of which are private utility companies. The current local telecommunications appear to have the internet service that will be in demand by future businesses and residents in the area.

The local telecommunication system providers will assess the demand for services and the ability to serve new developments on a case-by-case basis. The capacity and capability analysis for meeting future demands within the project area will be conducted after building plans are submitted by developers.

If there is “undergrounding” of existing aerial telecommunication facilities, SCE will reach out to AT&T or Verizon and coordinate a joint trench. To save on costs, the telecommunication company is likely to participate in the joint trench operation. SCE will dictate the layout of the trench, and the telecommunication lines would follow.

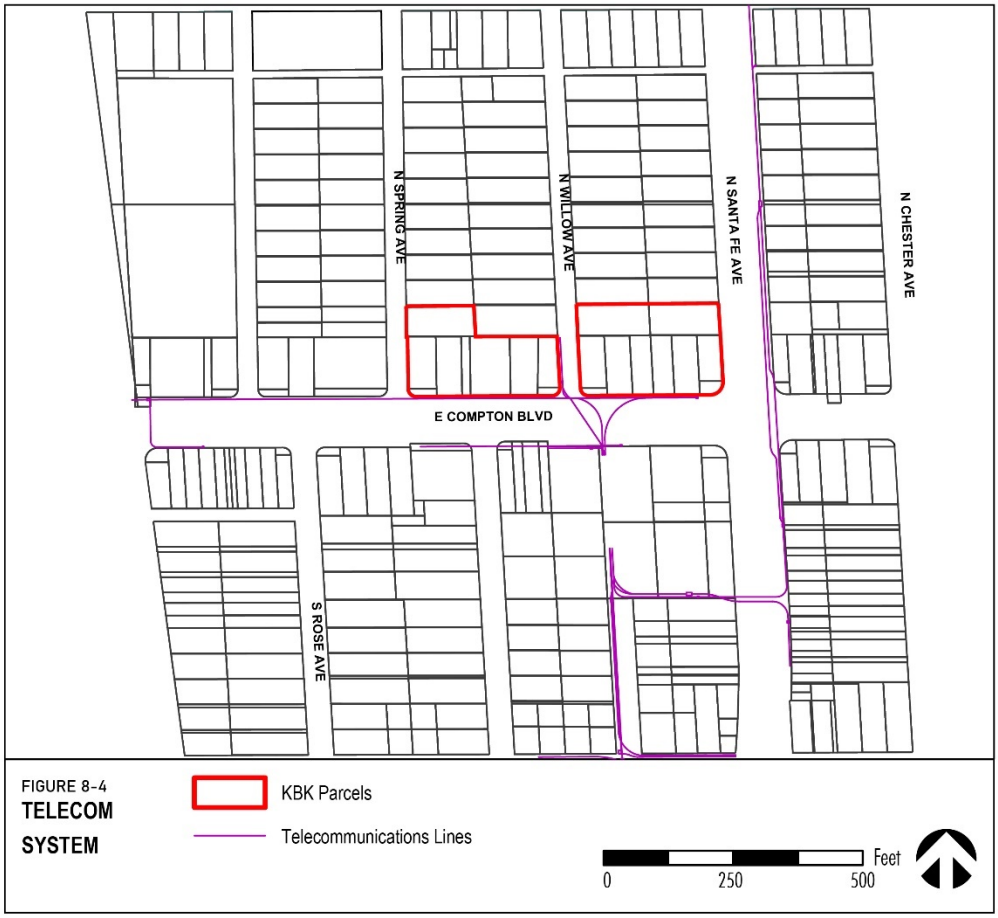


FIGURE 8-4
TELECOM SYSTEM

8.9 FIBER OPTIC SYSTEM

Level 3 Communications was a multinational communications and internet service provider, the third largest provider of fiber-optic internet access (based on coverage) in the United States. Level 3 was acquired by CenturyLink on November 1, 2017.

CenturyLink's only fiber optic line in the City of Compton runs along Alameda Street West to Los Angeles and continues along the railroad. It may be possible to negotiate the extension of these lines to the project site given the high amount and industry of potential users.

8.10 CABLE TELEVISION SYSTEM

The cable service provider for this area is Spectrum, which is a private utility company. Most of the existing cable TV systems within the project area are aerial facilities that share power poles with the electrical system north of Compton Blvd., with a few existing underground conduits.

New land uses resulting from the project will consist of both commercial and residential development; therefore, high speed internet and cable television services will be in demand. Similar to a telecommunications system, Spectrum will assess the demand for services on a case-by-case basis and ultimately make the decisions concerning upgrades for the existing cable TV systems to meet the demand of the future developments.

If there is undergrounding of existing aerial telecommunication facilities, SCE will reach out to Spectrum and coordinate a joint trench. Similar to a telecommunications provider, Spectrum is likely to participate in the joint trench operation to save on construction costs.

In most cases, if there is an upgrade of facilities required, Spectrum will be responsible for the construction costs up front, and recouping the cost later on with the additional revenue from the added customers.

9. IMPLEMENTATION

9.1 IMPLEMENTATION ROLES

This Specific Plan recognizes several implementation parties:

- KBK Enterprises: project sponsor
- City of Compton: local agency with land use jurisdiction, also project partner through the sale of Compton Successor Agency and Compton Unified School District land to KBK Enterprises
- State of California Department of Housing and Community Development: potential funder of the project through the Affordable Housing and Sustainable Communities Program

9.2 PERFORMANCE STANDARDS

The following is a list of performance standards for which KBK Enterprises or any successive property owner(s) shall be held:

1. The property owner shall be responsible for the maintenance of all public and common areas within the project, including Willow Plaza.
2. All business activities and loading shall take place between the hours of 7:00 am and 10:00 pm, unless authorized by a Minor Use Permit in accordance with Section 4.1.8.

9.3 AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

KBK Enterprises and the City of Compton intend to pursue funding from the Affordable Housing and Sustainable Communities (AHSC) Program for this project. If awarded, the AHSC program would provide funding for affordable housing, implementation of the Compton Walk streetscape improvements described in this Specific Plan, and other transit benefits. Table 9.1 shows the project elements that may be funded with an AHSC program grant, and how those benefits would be incorporated if the project does not receive AHSC funding.

Table 9.1 Infrastructure Projects and Funding

Improvement/Benefit	With AHSC	Without AHSC
Affordable Housing	20% of units at 50% AMI	20% of units at income level TBD, no higher than 80% AMI
Sidewalk Extension	Yes, Santa Fe to Alameda, both sides	Yes, project frontage only
Upgrade Street to Current Design Standards	Yes	Yes
Street Furniture (benches, trash cans, bike racks)	Yes	Yes
Pedestrian Lighting	Yes	Yes
Class IV Protected Bicycle Lane	Yes	No
Street Trees	Yes	Yes
Willow Plaza	Yes	Yes
Public/Commercial Parking Garage	Yes	Yes

As of August 2022, the project has been awarded and intends to utilize the Affordable Housing and Sustainable Communities grant.

KBK: 501&601Compton Blvd.
Amendment 1- 09.24.2020
City of Compton
APN # 6166-022-901
6166-023-901



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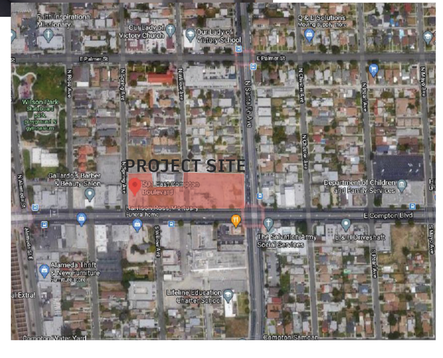
10.	ARCHITECTURE SITE PLAN & GROUND FLOOR
11 -17.	FLOOR PLANS 2-7
18.	FLOOR PLAN 8 ROOF PLAN
19-20.	TYPICAL FLOOR PLANS
21-28.	ELEVATIONS
27-31.	SECTIONS
32.	ILLUSTRATIVE LANDSCAPE PLAN
33.	COMPTON BOULEVARD SECTION
34.	TYPICAL STREET SCAPE
35-36.	LANDSCAPE SYSTEMS
37-45.	LANDSCAPE PLANS
46.	LANDSCAPE SYSTEMS

VICINITY MAP



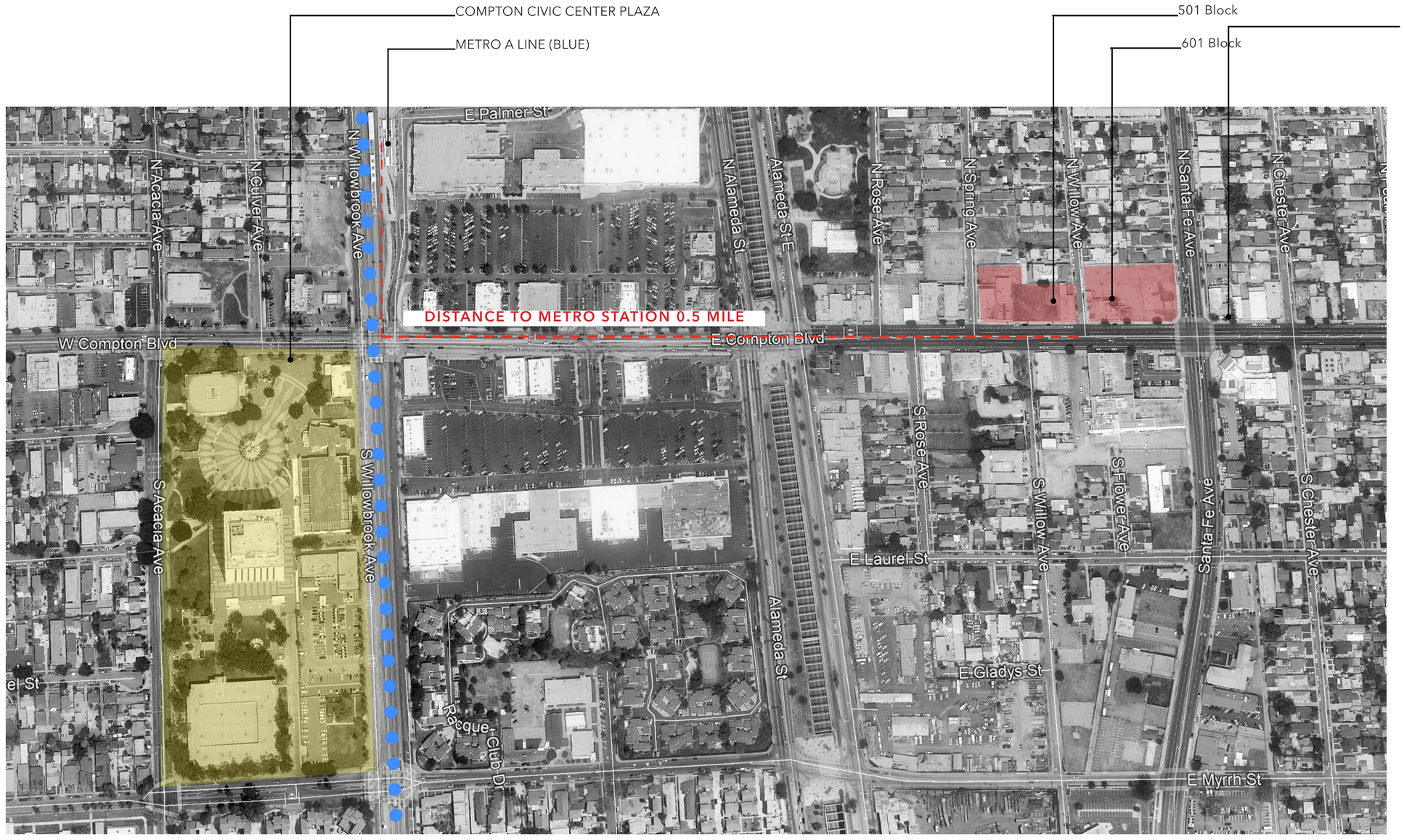
KBK Enterprises
1300 Brighton Rd. Suite 1
Pittsburgh, PA 15233
(412) 363-4401

GGLO

4553 Glencoe Ave #390,
Marina Del Rey, CA 90292
(310) 751-6688

AMENDMENTS

09.08.2020	Original Submittal
09.24.2020	Amendment 1 Landscape
02.08.2021	Amendment 2
08.15.2022	Amendment 3



CONTEXT MAP
NOT TO SCALE


501 Block
601 Block
Kingdom Hall of
Jehovak's Witnesses
Commercial/
Retail
The Salvation Army
Social Services
Lifeline Education
Charter School
N Willow Ave
N Spring Ave
N Santa Fe Ave
S Chester Ave
Santa Fe Ave
N Rose Ave
E Compton Blvd
S Rose Ave
S Flower Ave



Compton Blvd. Rendering
SCALE: NTS



Willow Plaza Rendering
SCALE: NTS



Axonometric View from Single Family neighborhood in the north : The massing is stepped down to modulate the scale to the neighborhood.
SCALE: NTS

30'

202035.1 KBK 501 & 601 Compton Blvd.

GENERAL

ADDRESS	501 AND 601 E COMPTON BLVD, COMPTON, CA
PROJECT DESCRIPTION	288 RESIDENTIAL UNITS,COMMUNITY SERVING COMMERCIAL , INNOVATION CENTER, 3-STORY COMMERCIAL ABOVE GRADE PARKING, TWO 1-STORY BELOW GRADE PARKING USING MECH. STACKING SYSTEM
ASSESSOR PARCEL NUMBERS	6166-022-901 6166-023-901
ZONE	TBD
OCCUPANCY TYPE	R2/M/B/S-2
BUILDING TYPE	5 STORY OF TYPE IIIA OVER 2 LEVELS OF TYPE I PODIUM
MAX. BUILDING HEIGHT	85
AVERAGE NATURAL GRADE	TBD
PROPOSED USE	MIXED USE: RESIDENTIAL + COMMERCIAL

SITE PARAMETERS

			ALLOWABLE	PROPOSED
LOT SIZE (SQ FT)	501 601	42,729 50,499		
DENSITY			150 units per acre	135.2
NUMBER OF STORIES			7	7
GROUND LEVEL HEIGHT(FT)			-	20
MAXIMUM HEIGHT (FT)			-	85
SETBACKS (FT)	FRONT AND SIDES: 0 FT	BACK: 10FT and 60 DEGREE ABOVE 30FT @ Property Line		
BUILDING AREA (SQ FT)			-	303,512

RESIDENTIAL

DWELLING UNITS	TOTAL NUMBER OF UNITS		MIN SQ FT	AFFORDABLE UNITS		
STUDIO	24%	70	400	14	20%	31,003
1 BEDROOM	36%	105	500	21	20%	67,053
2 BEDROOM	39%	113	825	23	20%	100,095
TOTAL UNITS	100%	**288**		**58**		**198,151**

RESIDENTIAL AMENITIES/ SERVICES	
LEASING/ LOUNGE	3,383
MAIL ROOM/ PARCEL ROOM	688
FITNESS	597
POOL LOUNGE	859
SERVICES & CIRCULATION	52,984
TOTAL	**58,511**
TOTAL RESIDENTIAL	**256,662**
COMMUNITY SERVING COMMERCIAL / RETAIL	
COMMUNITY SERVING COMMERCIAL-01	4,608
COMMUNITY SERVING COMMERCIAL-02	3,149
COMMUNITY SERVING COMMERCIAL-03	1,188
TOTAL	**8,945**
COMMERCIAL/INNOVATION CENTER	
GROUND LEVEL	18,489
2ND LEVEL	14,205
3RD LEVEL	2,852
4TH LEVEL	1,096
MEZZANINE	
TOTAL	**36,642**
COMMERCIAL SERVICE	
LOADING	481
REFUSE ENCLOSERS	514
OTHER SERVICE	268
TOTAL	**1,263**
TOTAL NON RESIDENTIAL	**46,850**

PARKING REQUIRED	PROPOSED MARKET RATE		AFFORDABLE		TOTAL	PROVIDED
RESIDENTIAL	PER UNIT		PER UNIT			1 PER UNIT
STUDIO	0.5	28	0	0	28.0	
1 BEDROOM	1	84	0.5	10.5	94.5	
2 BEDROOM	1	90.4	0.5	11.3	101.7	
GUEST PARKING	0.1	28.8			28.8	
TOTAL RESIDENTIAL					**253.0**	**288**
COMMERCIAL						
RETAIL 1 PER 400					22	
INNOVATION CENTER 1 PER 400					92	
TOTAL COMMERCIAL					**114**	**114**
TOTAL					**367**	**402**

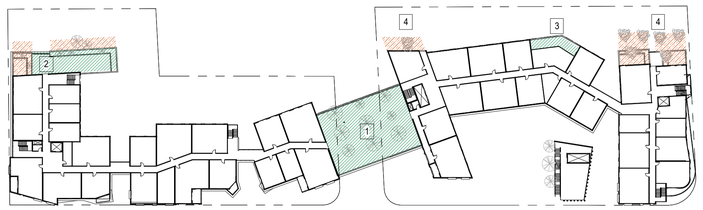
PARKING PROVIDED	LEVEL B	L-1	MEZZ	L-2	TOTAL
RESIDENTIAL					**288**
STANDARD (MECH. PUZZLE PARKING)	280				
ACCESSIBLE	8				
COMPACT	0				
COMMERCIAL					**119**
STANDARD (MECH. PUZZLE PARKING)	12				
STANDARD		22	36	39	
ACCESSIBLE		3	1	1	
COMPACT		5	0	0	
TOTAL	300	30	37	40	**407**

BICYCLE PARKING REQUIRED (MIN)	
RESIDENTIAL	
LONG TERM 1.0 PER UNIT	288
SHORT TERM 0.1 PER UNIT	29
COMMERCIAL	
LONG TERM	
OFFICE 2.0 PER 1,000 SQ FT, MIN 2	73
SHORT TERM	
0.1 OF LONG TERM	9.0
TOTAL LONG TERM	**361**
TOTAL SHORT TERM	**39**

BICYCLE PARKING PROVIDED	
RESIDENTIAL	TOTAL
LONG TERM 1.0 PER UNIT	288
SHORT TERM 0.1 PER UNIT	29
COMMERCIAL	
LONG TERM	
OFFICE 2.0 PER 1,000 SQ FT, MIN 2	73
SHORT TERM	
0.1 OF LONG TERM	9
TOTAL LONG TERM	**361**
TOTAL SHORT TERM	**38**

OPEN SPACE AREA	MIN. REQUIRED SQ.FT.	PROVIDED
PUBLIC OPEN SPACE	MAX 20% OF TOTAL REQUIRED OPEN SPACE WILL BE COUNTED TOWARD RESIDENTIAL OPEN SPACE (6,000 SQ.FT.)	13,000

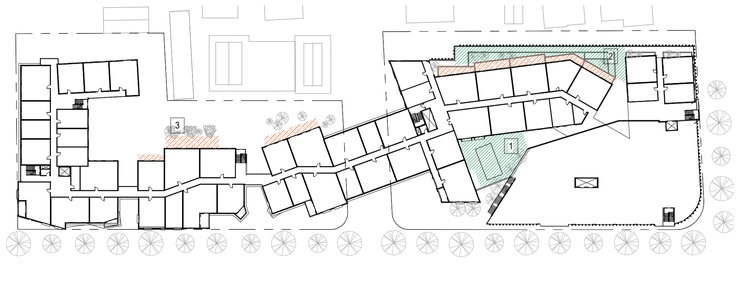
RESIDENTIAL	MIN. REQUIRED SQ.FT.		PROVIDED
PRIVATE OPEN SPACE			5,850
COMMON OPEN SPACE			19,350
TOTAL PRIVATE & COMMON OPEN SPACE	23,040		**25,200**
MAX 20% of TOTAL REQUIRED OPEN SPACE			6,000
TOTAL RESIDENTIAL OPEN SPACE	28,800		**31,200**
TOTAL RESIDENTIAL OPEN SPACE PER UNIT	100	**108**	
TOTAL COMMERCIAL OPEN SPACE (ASSOCIATED WITH INNOVATION CENTER TERRACES)	NA		8,500
TOTAL OPEN SPACE			**39,700**



1	RES. COMMON OPEN SPACE	4,500 SQ.FT.
2	RES. COMMON OPEN SPACE	1,500 SQ.FT.
	RES. PRIVATE OPEN SPACE	1,100 SQ.FT.
3	RES. COMMON OPEN SPACE	400 SQ.FT.
4	RES. PRIVATE OPEN SPACE	1,900 SQ.FT.
	TOTAL RES. PRIVATE	3,000 SQ.FT.
	TOTAL RES. COMMON	6,400 SQ.FT.
	TOTAL 6TH & 7TH LEVEL OPEN SPACE	7,350 SQ.FT.

diagram-OPEN SPACE - LEVEL 07

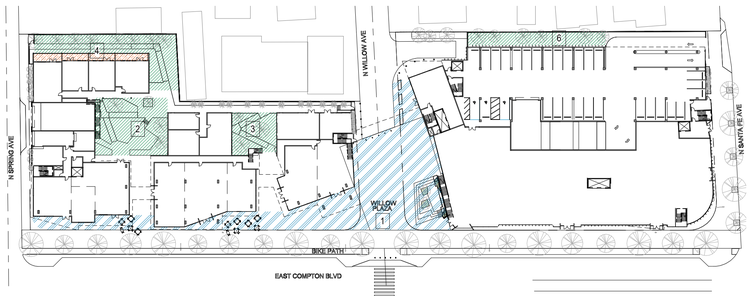
1/64" = 1'-0"



1	RES. COMMON OPEN SPACE	2,000 SQ.FT.
2	RES. COMMON OPEN SPACE	2,000 SQ.FT
	RES. PRIVATE OPEN SPACE	1,150 SQ.FT
3	RES. PRIVATE OPEN SPACE	1000 SQ.FT.
	TOTAL RES. PRIVATE	2,150 SQ.FT.
	TOTAL RES. COMMON	4,000 SQ.FT.
	TOTAL 3RD LEVEL OPEN SPACE	6,150 SQ.FT.

diagram-OPEN SPACE - LEVEL 03

1/64" = 1'-0"

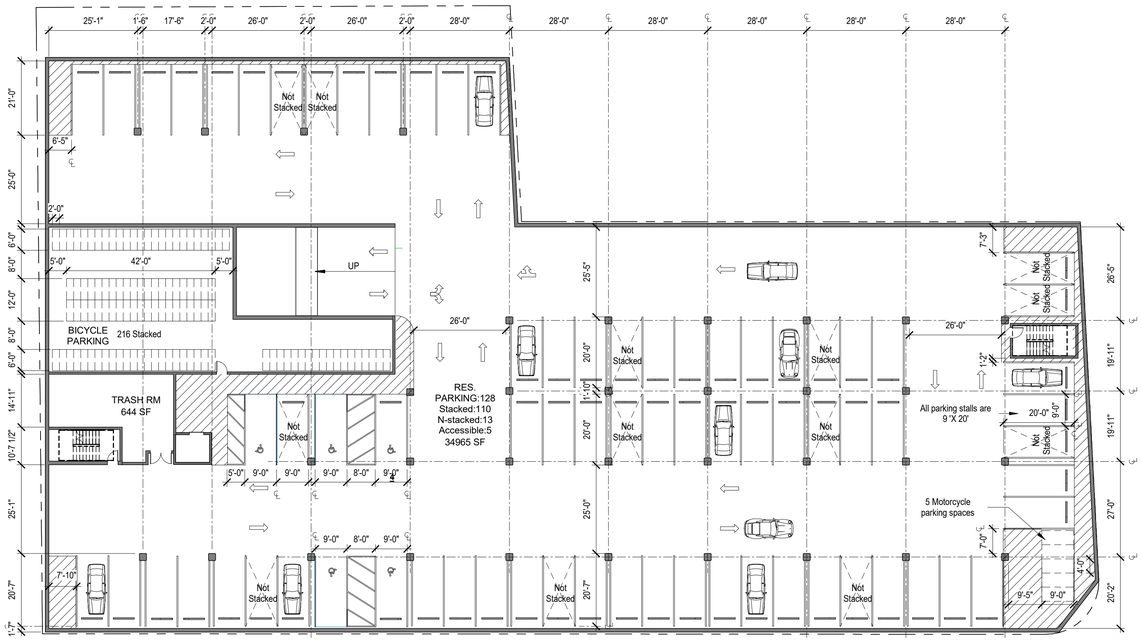


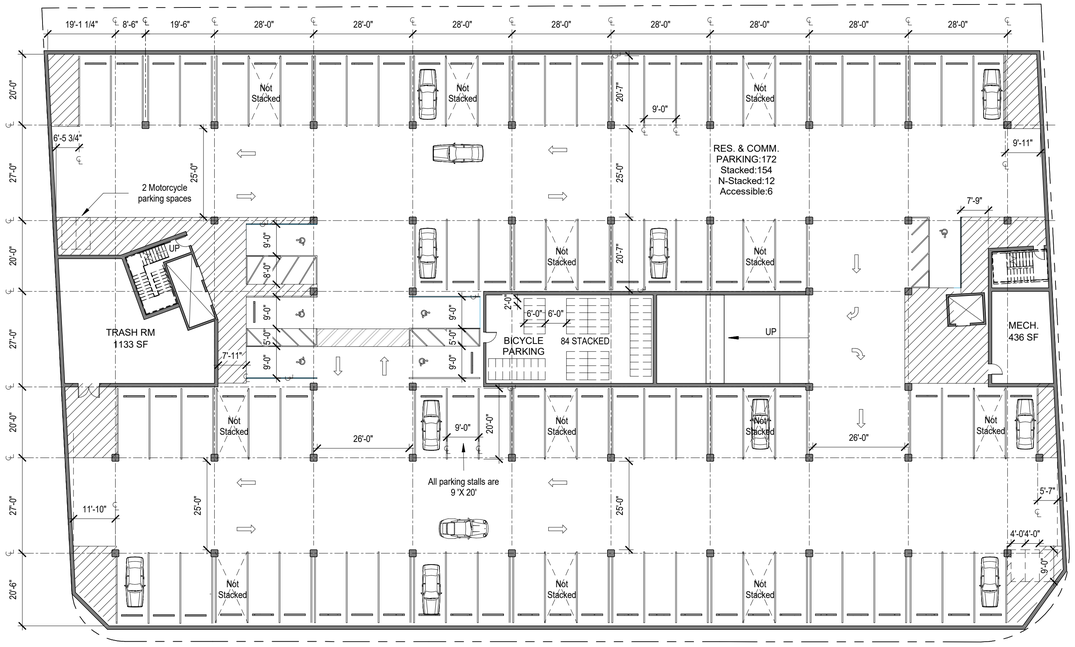
1	PUBLIC OPEN SPACE	13,000 SQ.FT.
2	RES. COMMON OPEN SPACE	3,300 SQ.FT.
3	RES. COMMON OPEN SPACE	1,400 SQ.FT.
4	RES. COMMON OPEN SPACE	2,850 SQ.FT.
	RES. PRIVATE OPEN SPACE	700 SQ.FT.
6	RES. COMMON OPEN SPACE	1,400 SQ.FT.
	TOTAL RES. PRIVATE	700 SQ.FT.
	TOTAL RES. COMMON	8,950 SQ.FT.
	TOTAL PUBLIC OPEN SPACE	13,000 SQ.FT.(6000 SQ.FT.)
	TOTAL GROUND LEVEL OPEN SPACE	**15,650 SQ.FT.**

diagram-OPEN SPACE - GROUND LEVEL

1/64" = 1'-0"

TOTAL OPEN SPACE	31,200 SQ.FT.
TOTAL COMMON AND PRIVATE OPEN SPACE	25,200 SQ.FT.





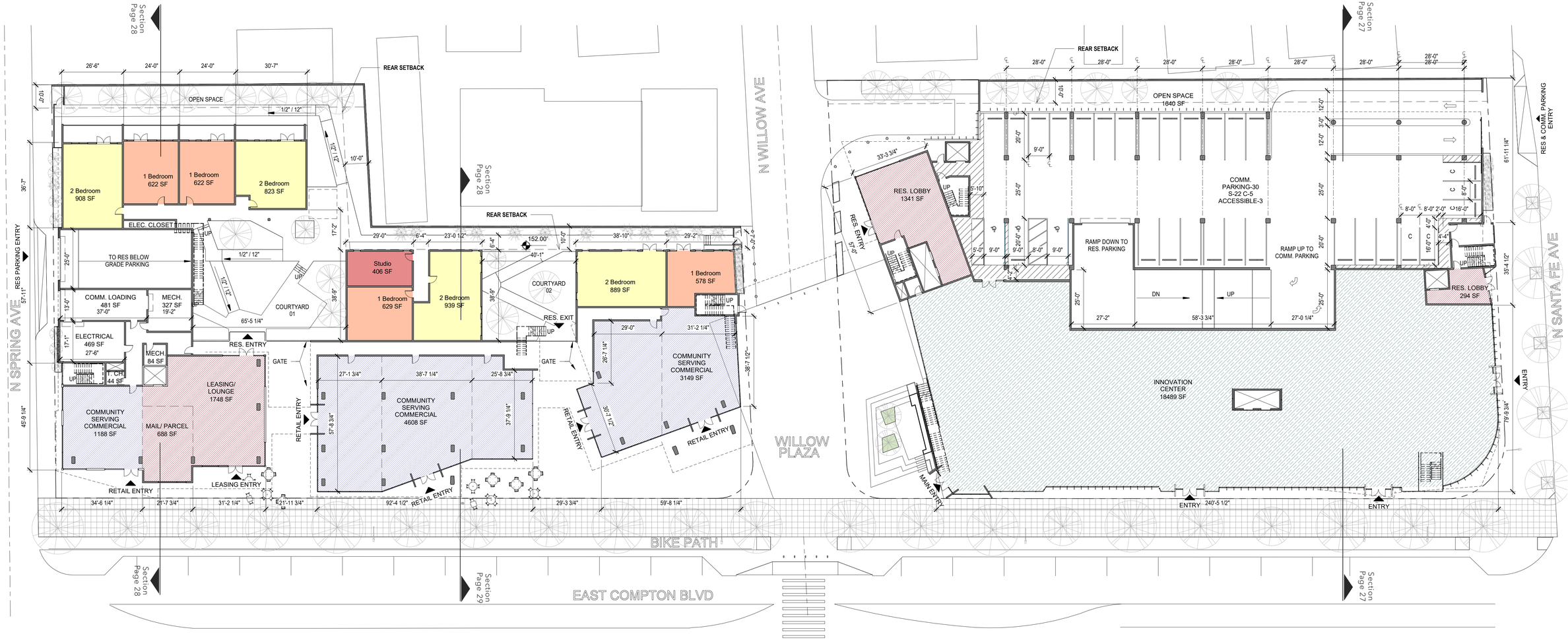
USE	PARKING COUNT
RESIDENTIAL	288
COMMERCIAL	12

BUILDING USE	AREA
RESIDENTIAL	0 SF
CONVENTION CTR	0 SF
RETAIL	0 SF
PARKING	75,906 SF

Level B1 Floor Plan

SCALE: 1″ = 20′

0′ 20′ 40′



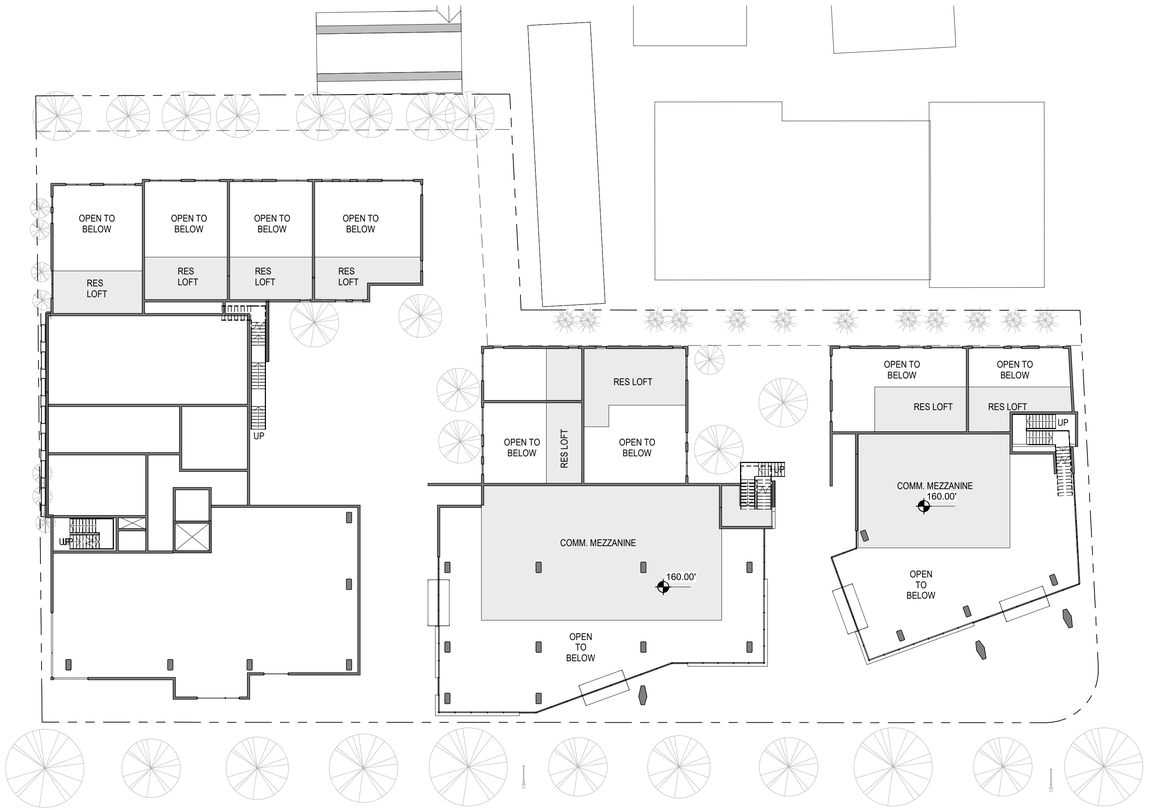
USE	PARKING COUNT
RESIDENTIAL	0
COMMERCIAL	30

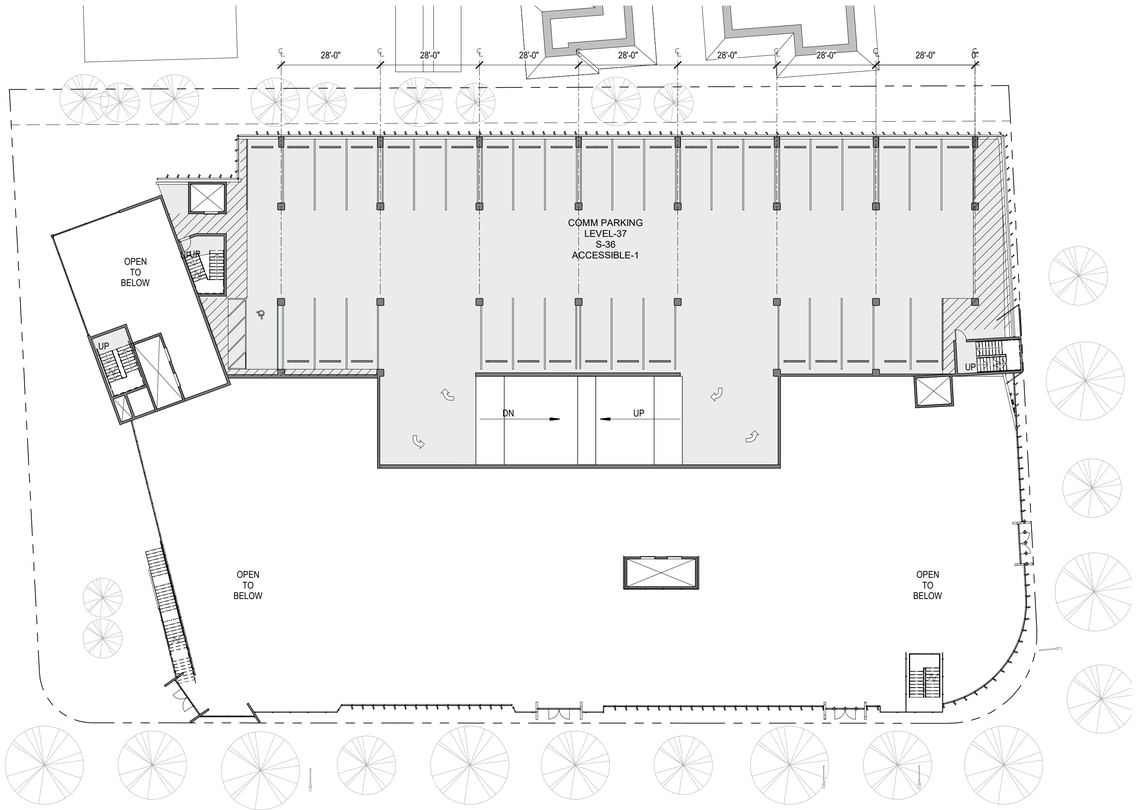
BUILDING USE	AREA
RESIDENTIAL	16000 SF
CONVENTION CTR	18,489 SF
RETAIL	8,945 SF
PARKING	18,665 SF

Level 1 Floor Plan & Site Plan

SCALE: 1" = 20'

0' 20' 40'





USE	PARKING COUNT
RESIDENTIAL	0
COMMERCIAL	37

BUILDING USE	AREA
RESIDENTIAL	0 SF
CONVENTION CTR	0 SF
RETAIL	0 SF
PARKING	18,665 SF

Level 1.5 Mezzanine Floor Plan

SCALE: 1" = 20'

0' 20' 40'



USE	PARKING COUNT
RESIDENTIAL	0
COMMERCIAL	40

BUILDING USE	AREA
RESIDENTIAL	25,000 SF
CONVENTION CTR	14,205 SF
RETAIL	0 SF
PARKING	18,665 SF

Level 2 Floor Plan

SCALE: 1" = 20'

0' 20' 40'



USE	PARKING COUNT
RESIDENTIAL	0
COMMERCIAL	0

BUILDING USE	AREA
RESIDENTIAL	37,000 SF
CONVENTION CTR	0 SF
RETAIL	0 SF
PARKING	0 SF

Level 3 Floor Plan

SCALE: 1″ = 20′

0′ 20′ 40′



USE	PARKING COUNT
RESIDENTIAL	0
COMMERCIAL	0

BUILDING USE	AREA
RESIDENTIAL	45,000 SF
CONVENTION CTR	2,852 SF
RETAIL	0 SF
PARKING	0 SF

Level 4 Floor Plan

SCALE: 1" = 20'

0' 20' 40'



USE	PARKING COUNT
RESIDENTIAL	0
COMMERCIAL	0

BUILDING USE	AREA
RESIDENTIAL	45,000 SF
CONVENTION CTR	0 SF
RETAIL	0 SF
PARKING	0 SF

Level 5 Floor Plan

SCALE: 1" = 20'

0' 20' 40'



USE	PARKING COUNT
RESIDENTIAL	0
COMMERCIAL	0

BUILDING USE	AREA
RESIDENTIAL	43,000 SF
CONVENTION CTR	1,096 SF
RETAIL	0 SF
PARKING	0 SF

Level 6 Floor Plan

SCALE: 1" = 20'

0' 20' 40'



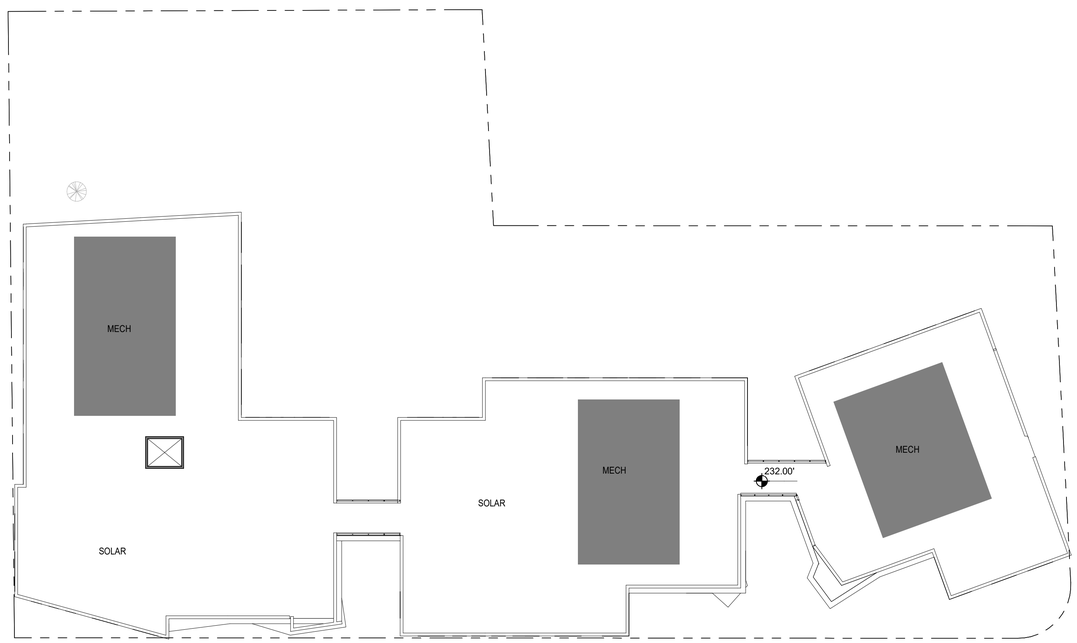
USE	PARKING COUNT
RESIDENTIAL	0
COMMERCIAL	0

BUILDING USE	AREA
RESIDENTIAL	40,000 SF
CONVENTION CTR	0 SF
RETAIL	0 SF
PARKING	0 SF

Level 7 Floor Plan

SCALE: 1" = 20'

0' 20' 40'

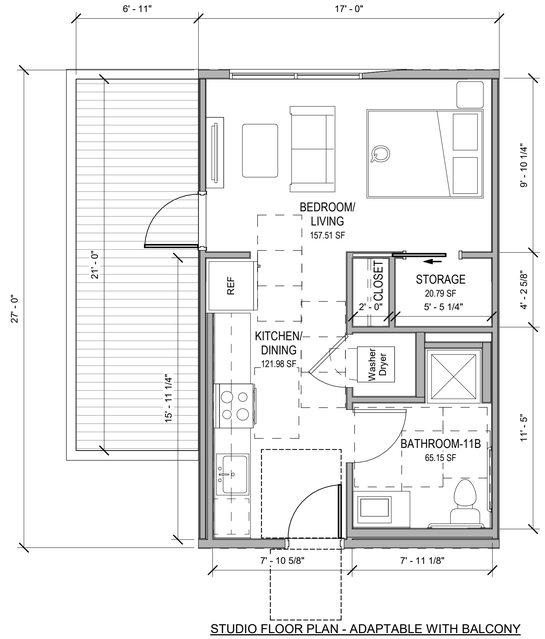




Level 8 Roof Floor Plan

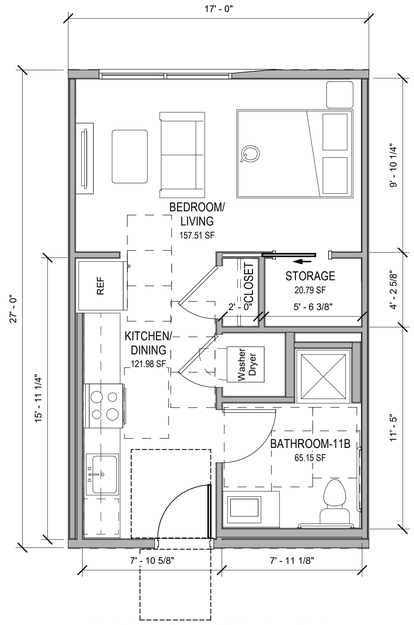
SCALE: 1" = 20'

0' 20' 40'



STUDIO FLOOR PLAN - ADAPTABLE WITH BALCONY

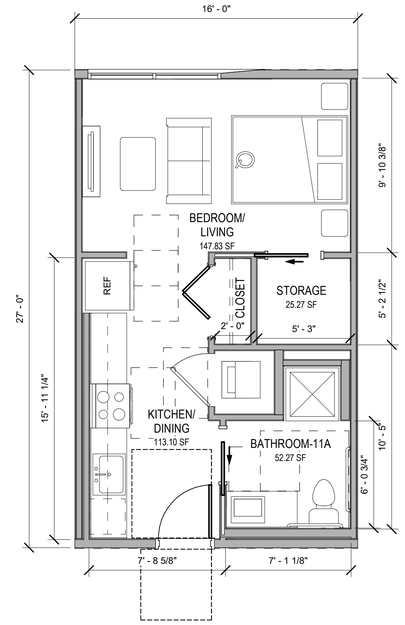
** TOTAL STORAGE SPACE: 166.32 CF (MIN 150 CF)
20.79 SF X 8'-0" FT (MIN CEILING HEIGHT) = 166.32 CF



STUDIO TYPICAL FLOOR PLAN - MOBILE
11% OF FEDERAL FUNDED UNITS

* WASHER/ DRYER IN ONE NOT STACKED

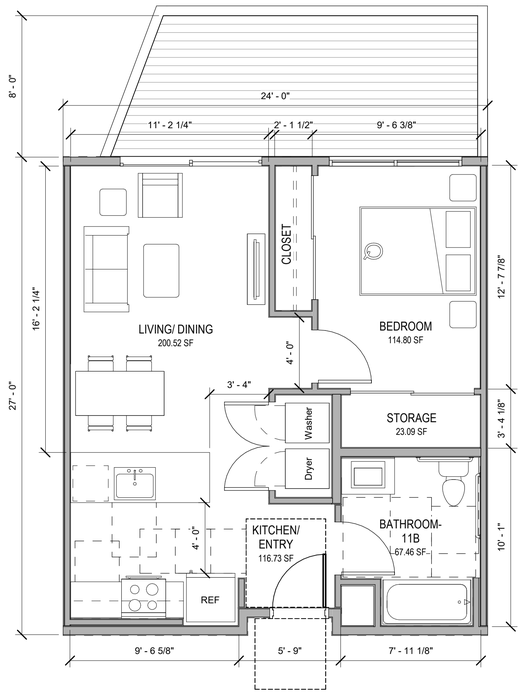
** TOTAL STORAGE SPACE: 200.32 CF (MIN 150 CF)
25.04 SF X 8'-0" FT (MIN CEILING HEIGHT) = 200.32 CF



STUDIO TYPICAL FLOOR PLAN - ADAPTABLE

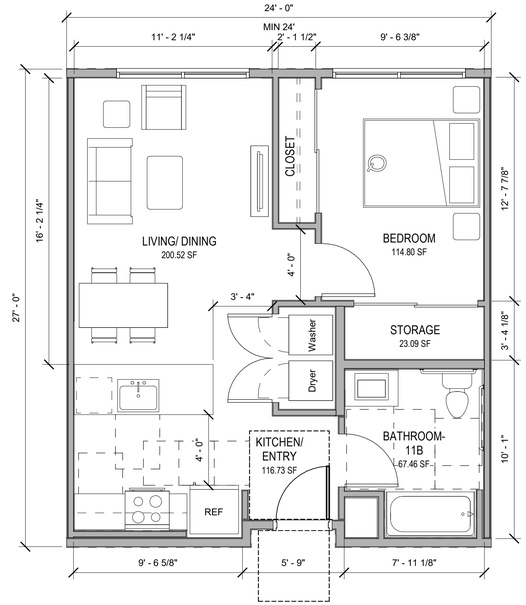
* STACKED WASHER/ DRYER

** TOTAL STORAGE SPACE: 202.16 CF (MIN 150 CF)
25.27 SF X 8'-0" FT (MIN CEILING HEIGHT) = 202.16 CF



1-BEDROOM FLOOR PLAN - ADAPTABLE WITH BALCONY

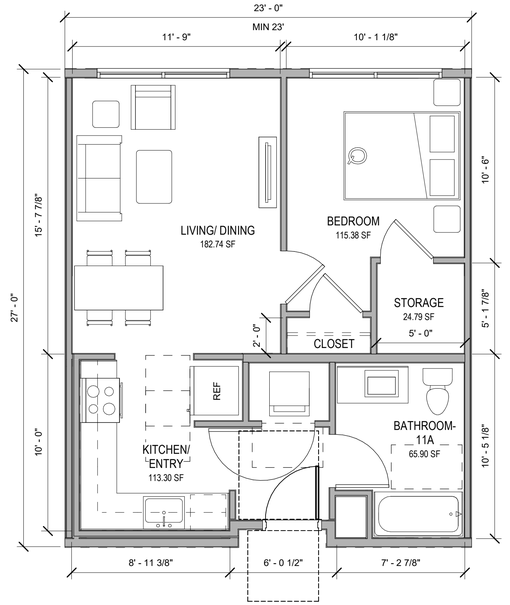
** TOTAL STORAGE SPACE: 191.2 CF (MIN 175 CF)
23.09 SF X 8'-0" FT (MIN CEILING HEIGHT) = 191.2 CF



ONE-BEDROOM TYPICAL FLOOR PLAN - MOBILE
11% OF FEDERAL FUNDED UNITS

* WASHER/ DRYER IN ONE NOT STACKED

** TOTAL STORAGE SPACE: 191.2 CF (MIN 175 CF)
23.09 SF X 8'-0" FT (MIN CEILING HEIGHT) = 191.2 CF



ONE-BEDROOM TYPICAL FLOOR PLAN - ADAPTABLE

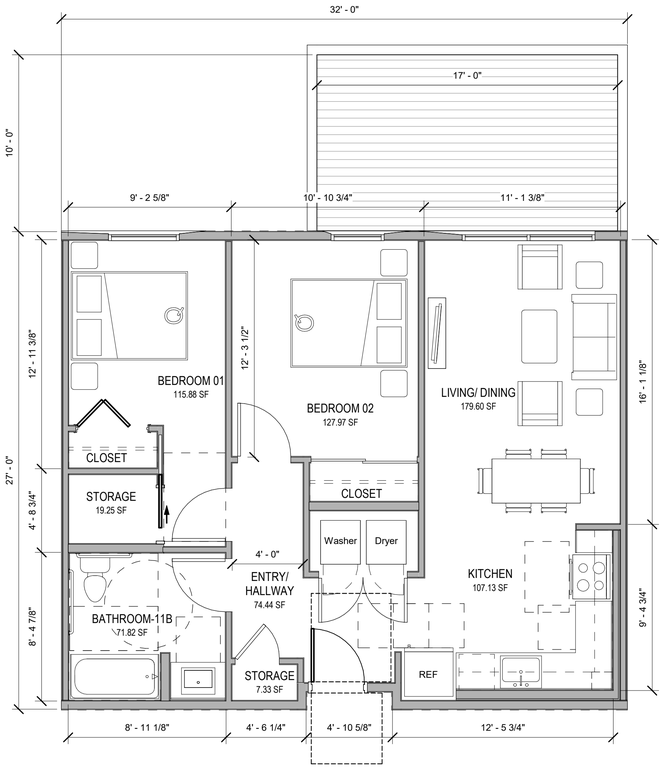
* STACKED WASHER/ DRYER

** TOTAL STORAGE SPACE: 198.32 CF (MIN 175 CF)
24.79 SF X 8'-0" FT (MIN CEILING HEIGHT) = 198.32 CF

Typical Unit Floor Plan

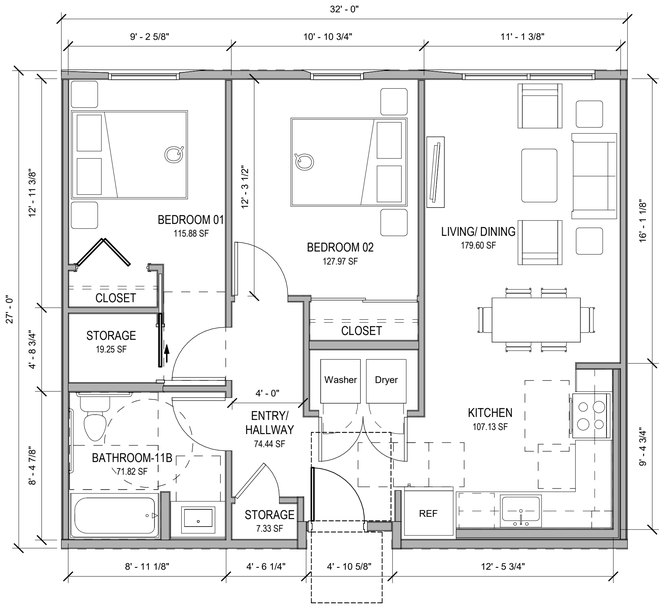
SCALE: 1/4" = 1'-0"

0' 4' 8'



2-BEDROOM FLOOR PLAN - ADAPTABLE WITH BALCONY

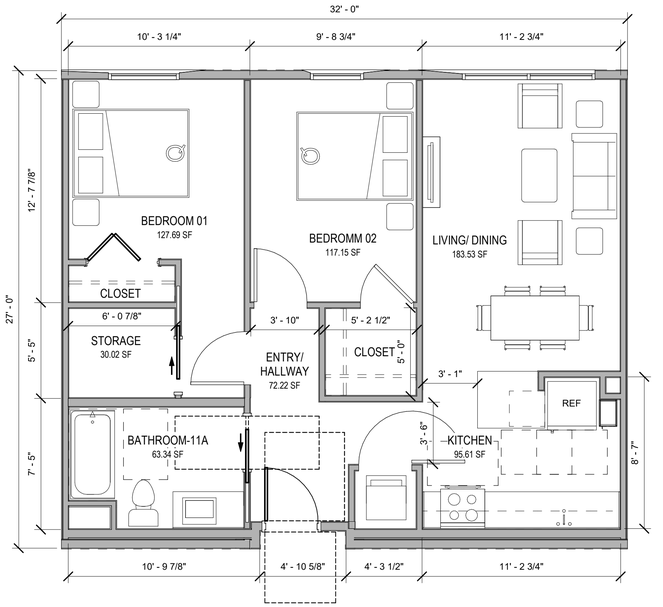
** TOTAL STORAGE SPACE: 212.64 CF (MIN 200 CF)
19.25 SF X 8'-0" FT (MIN CEILING HEIGHT) = 154 CF
7.33 SF X 8'-0" FT (MIN CEILING HEIGHT) = 58.64 CF



2-BEDROOM TYPICAL FLOOR PLAN - MOBILE
11% OF FEDERAL FUNDED UNITS

* WASHER/ DRYER IN ONE NOT STACKED

** TOTAL STORAGE SPACE: 212.64 CF (MIN 200 CF)
19.25 SF X 8'-0" FT (MIN CEILING HEIGHT) = 154 CF
7.33 SF X 8'-0" FT (MIN CEILING HEIGHT) = 58.64 CF



2-BEDROOM TYPICAL FLOOR PLAN - ADAPTABLE

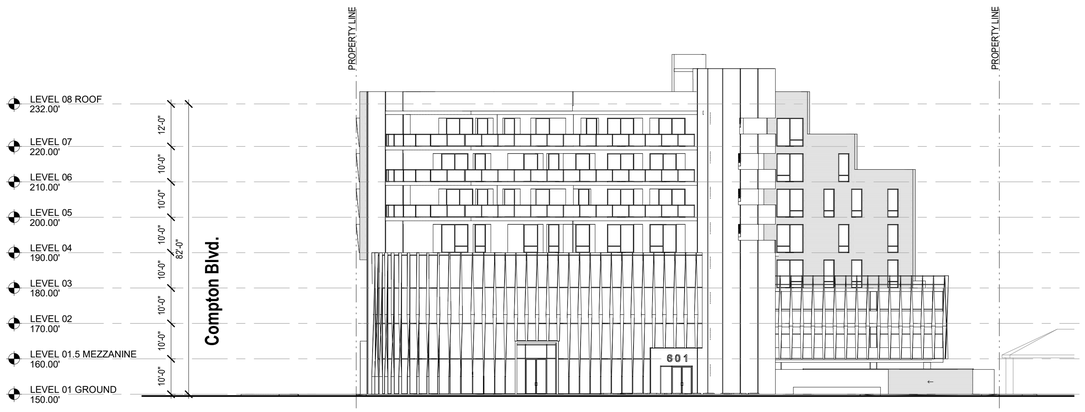
* STACKED WASHER/ DRYER

** TOTAL STORAGE SPACE: 240.16 CF (MIN 200 CF)
30.02 SF X 8'-0" FT (MIN CEILING HEIGHT) = 240.16 CF

Typical Unit Floor Plan

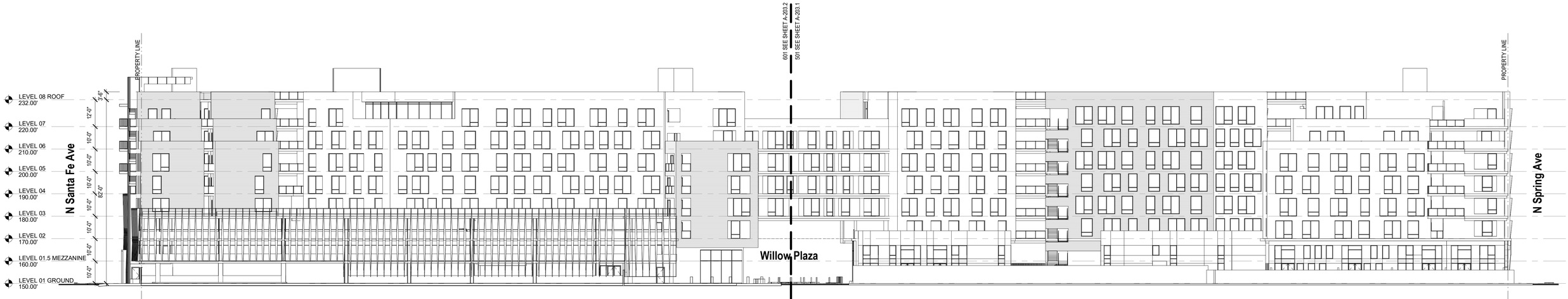
SCALE: 1/4" = 1'-0"

0' 4' 8'



East Elevation
SCALE: 1" = 20'

0' 20' 40'



North Elevation
SCALE: 1" = 20'

0' 20' 40'



West Elevation

SCALE: 1" = 20'

0' 20' 40'



South Elevation

SCALE: 1" = 20'

0' 20' 40'



1 Stucco - Santa Barbara Finish - White

2 Exterior Siding - Trespa, Pura NFC - Mix of Warm Colors

3 Stucco - Santa Barbara Finish - Light Grey

4 Glass Railing - Tempered - Clear

17 Operable Window - Glass - Clear

North Elevation 501

SCALE: 1" = 10'

0' 10' 20'



1. Stucco - Santa Barbara Finish - White
2. Exterior Siding - Trespa, Pura NFC - Mix of Warm Colors
4. Glass Railing - Tempered - Clear
5. Curtain Wall - Glass - Back Painted
6. Sun Screen - Vertical Aluminum Fins - Anodized
7. Storefront - Glass - Clear
17. Operable Window - Glass - Clear

North Elevation 601

SCALE: 1" = 10'

0' 10' 20'



1 Stucco - Santa Barbara Finish - White

2 Exterior Siding - Trespa, Pura NFC - Mix of Warm Colors

4 Glass Railing - Tempered - Clear

7 Storefront - Glass - Clear

8 Concrete - Board Foam- Natural

17 Operable Window - Glass - Clear

South Elevation 501

SCALE: 1" = 10'

0' 10' 20'



1 Stucco - Santa Barbara Finish - White

2 Exterior Siding - Trespa, Pura NFC - Mix of Warm Colors

4 Glass Railing - Tempered - Clear

5 Curtain Wall - Glass - Back Painted

6 Sun Screen - Vertical Aluminum Fins - Anodized

7 Storefront - Glass - Clear

9 Curtain Wall - Glass - Clear

17 Operable Window - Glass - Clear

South Elevation 601

SCALE: 1" = 10'

0' 10' 20'



1 Stucco - Santa Barbara Finish - White
2 Exterior Siding - Trespa, Pura NFC - Mix of Warm Colors
3 Stucco - Santa Barbara Finish - Light Grey
5 Curtain Wall - Glass - Back Painted
6 Sun Screen - Vertical Aluminum Fins - Anodized
9 Curtain Wall - Glass - Clear
10 Planter - Corten Steel - Natural
11 Parking Gate - Wood with Metal Frame
17 Operable Window - Glass - Clear

East Elevation
SCALE: 1" = 10'

0' 10' 20'

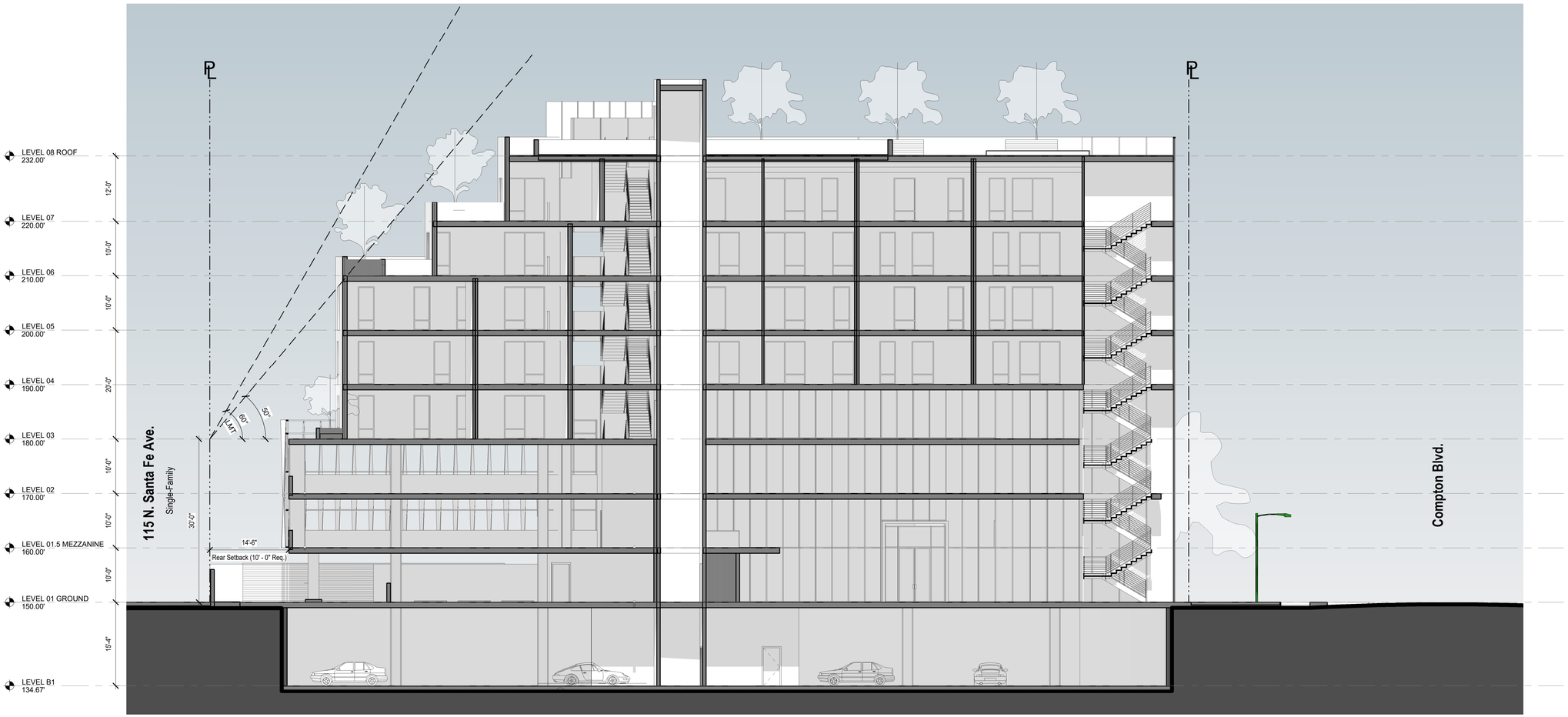


1. Stucco - Santa Barbara Finish - White
2. Exterior Siding - Trespa, Pura NFC - Mix of Warm Colors
4. Glass Railing - Tempered - Clear
7. Storefront - Glass - Clear
8. Concrete - Board Foam- Natural
9. Curtain Wall - Glass - Clear
12. Perforated Panel - Metal - White
13. Green Screen - Metal Mesh
14. Roll-up Door - Wood finish
15. Roll-up Door - Security Metal Grid
16. Fence and Gate - Horizontal Wood Slat
17. Operable Window - Glass - Clear

West Elevation

SCALE: 1" = 10'

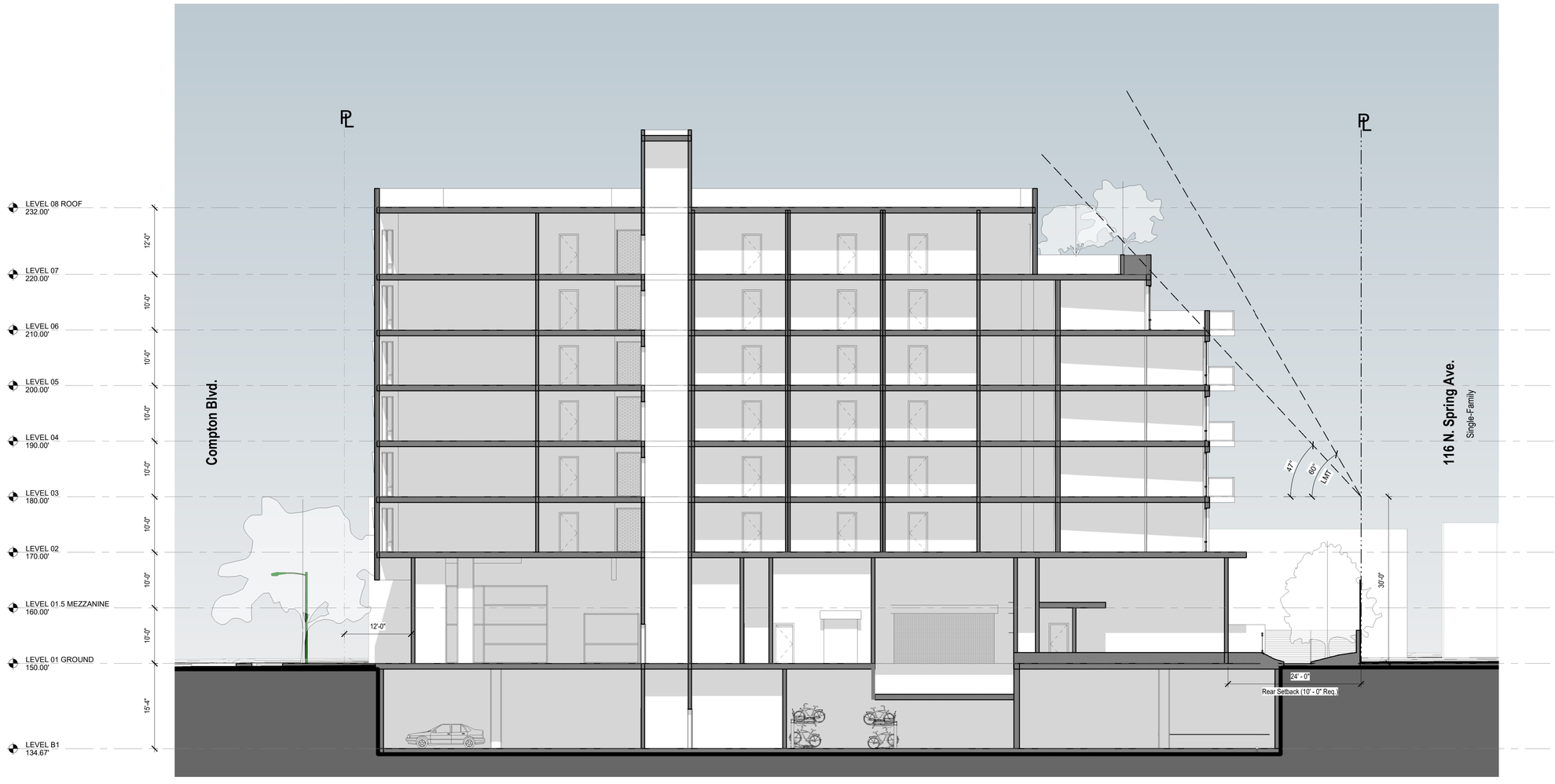
0' 10' 20'



Section East

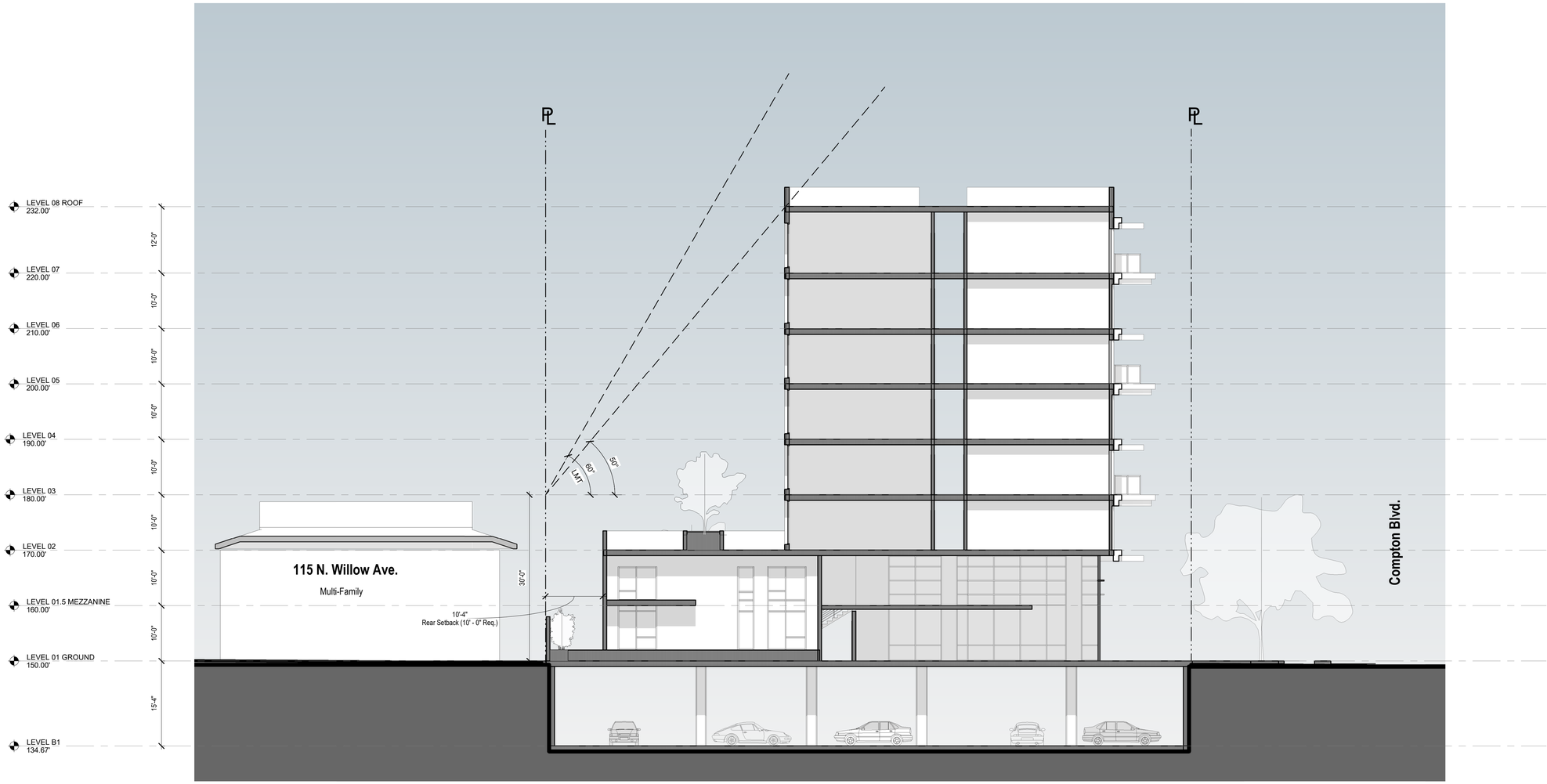
SCALE: 1" = 10'

0' 10' 20'



Section West
SCALE: 1" = 10'

0' 10' 20'



Section Central
SCALE: 1" = 10'

0' 10' 20'

501 and 601 Compton Boulevard Development Project

Project Location: 501-601 E. Compton Blvd., Compton, CA 90221

Council District: 4 – Emma Sharif

Project Description:

The 501 and 601 Compton Boulevard Development Project (project) is a 93,046 square-foot site comprised of eleven parcels in Compton, California in Los Angeles County. The proposed project is a seven-story, 266,792 square-foot mixed-use development comprised of 7,734 square feet of retail/commercial uses, up to 300 residential units (including 20 percent affordable units), a pedestrian plaza (Willow Plaza), the Compton Innovation Hub and Creative Studios, and two parking garages with up to 407 spaces. The building would have a maximum height of 85 feet along Compton Boulevard and lower heights on the north side of the project.

In addition, the project includes the creation of a public pedestrian plaza by closing Willow Avenue to non-emergency vehicular traffic and reconfiguration of E. Compton Boulevard between Alameda Street East and Santa Fe Avenue, from two lanes in each direction to one lane in each direction. The project also includes streetscape improvements and bicycle parking on-site to encourage pedestrian and bicycle travel. The anticipated floor area ratio (FAR) is 2.86.

The project site currently contains four one-story structures that are vacant and partially demolished. All structures on the site would be demolished proposed as part of the proposed project. The project site also includes vacant land and surface parking.

PREPARED FOR:
City of Compton
205 S. Willowbrook Avenue
Compton, CA 90220

PREPARED BY:
Impact Sciences, Inc.
811 W. 7th Street, Suite 200
Los Angeles, CA 90017

APPLICANT:
KBK Enterprises
239 Fort Pitt Blvd
Pittsburgh, PA 15222

March 2021

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I. INTRODUCTION

The subject of this Initial Study and Mitigated Negative Declaration (IS/MND) is the construction of a seven-story, 266,792 square-foot mixed-use development comprised of 7,734 square feet of retail and commercial uses, up to 300 residential units (including 20 percent affordable units), a pedestrian plaza (Willow Plaza), the Compton Innovation Hub and Creative Studios, and two parking garages with up to 407 spaces, in the City of Compton, California. The project applicant is KBK Enterprises. A full description of the project is contained in Section 2 (Project Description). The City of Compton is the Lead Agency under the California Environmental Quality Act (CEQA).

Project Information

Project Title:	501 and 601 Compton Boulevard
Project Location:	501-601 E. Compton Boulevard Compton, CA 90221
Project Applicant:	KBK Enterprises 239 Fort Pitt Blvd Pittsburgh, PA 15222
Lead Agency:	City of Compton 205 S. Willowbrook Avenue Compton, CA 90220

Organization of Initial Study and Mitigated Negative Declaration

This document consists of both the IS for the project and the MND. This IS/MND is composed of four sections, as follows:

I. Introduction: This section provides introductory information such as the project title, the project applicant, the lead agency for the project, and a background on CEQA.

II. Project Description: This section provides a detailed description of the environmental setting and the project, including project characteristics and environmental review requirements.

III. Environmental Initial Study Checklist and Impact Analysis: This section contains the completed Appendix G Initial Study Checklist. Each environmental issue identified

in the Initial Study Checklist contains an assessment and discussion of impacts associated with each subject area.

IV. Preparers of the IS/MND: This section provides a listing of those involved in the preparation of this document and persons and agencies consulted.

Several technical appendices that contain the project site plans and technical resource reports related to air quality and greenhouse gas emissions, cultural resources, soils and geology, Phase I and II reports, noise and vibration, and transportation are also attached.

Purpose of an Initial Study

An application for the proposed project has been submitted to the City of Compton Community Development Department for discretionary review. The City of Compton, as Lead Agency, has determined that the project is subject to CEQA, and the preparation of an IS is required.

An IS is a preliminary analysis conducted by the Lead Agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the IS concludes that the project, with mitigation, may have a significant effect on the environment, an EIR should be prepared; otherwise, the Lead Agency may adopt a Negative Declaration or a MND.

This IS has been prepared in accordance with CEQA (Public Resources Code [PRC] §21000 et seq.) and the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.). This IS document evaluates potential environmental effects resulting from construction and operation of the proposed project.

The IS determined that the proposed project could cause some potentially significant impacts on the environment but, as shown in the environmental analysis contained in this document, all of the project's potentially significant impacts would be reduced to less than significant levels through the implementation of mitigation measures. Consequently, the analysis contained herein concludes that an MND is the appropriate CEQA clearance documentation for the proposed project.

II. PROJECT DESCRIPTION

1. PROJECT SUMMARY

The 501 and 601 Compton Boulevard Development Project (project) is a 93,046 square-foot site comprised of eleven parcels in Compton, California in Los Angeles County. The proposed project is a seven-story, 266,792 square-foot mixed-use development comprised of 7,734 square feet of retail/commercial uses, up to 300 residential units (including 20 percent affordable units), a pedestrian plaza (Willow Plaza), the Compton Innovation Hub and Creative Studios, and two parking garages with up to 407 spaces. The building would have a maximum height of 85 feet along Compton Boulevard and lower heights on the south side of the project.

In addition, the project includes the creation of a public pedestrian plaza by closing Willow Avenue to non-emergency vehicular traffic and reconfiguration of E. Compton Boulevard between Alameda Street East and Santa Fe Avenue, from two lanes in each direction to one lane in each direction. The project also includes streetscape improvements and bicycle parking on-site to encourage pedestrian and bicycle travel. The anticipated floor area ratio (FAR) is 2.86.

The project site currently contains four one-story structures that are vacant and partially demolished. All structures on the site would be demolished proposed as part of the proposed project. The project site also includes vacant land and surface parking.

2. ENVIRONMENTAL SETTING

Project Location

The site is located in Compton, California in Los Angeles County at 501, 515, 517, 535, 545, 601, 607, and 625 E. Compton Boulevard; 112 N. Willow Avenue; and 107 N. Santa Fe Avenue (see **Figure 1: Regional Location Map and Figure 2: Project Site Map**). The site is bound to the south by E. Compton Boulevard, to the west by N. Spring Avenue, to the north by low- and medium-density residential units, and to the east by N. Santa Fe Avenue. The site is identified by the Assessor's Parcel Numbers (APNs) 6166-022-900, 6166-022-901, 6166-022-902, 6166-022-903, 6166-022-904, 6166-022-905, 6166-023-900, 6166-023-901, 6166-023-902, 6166-023-903, and 6166-023-904.

Regional access to the project site is provided by State Route 91 (Artesia Freeway West) 1.8 miles to the south, Interstate 105 (Glenn Anderson Freeway East) 2.4 miles to the north, Interstate 110 (Harbor Freeway South) 3.9 miles to the west, and Interstate 710 (Long Beach Freeway South) 1.7 miles to the east.

Major arterials that provide access to the project site include E. Compton Boulevard directly to the south, Santa Fe Avenue directly east, and Alameda Street to the west.

Transit facilities operated by the Los Angeles County Metropolitan Transportation Authority (Metro) in the vicinity of the project site include the Compton & Willow bus stop for Metro Bus Lines 60, 125, 127, and 128 located 0.04 mile from the site. Along Compton Boulevard between Alameda Street and Santa Fe Avenue, there are three bus stops in the westbound direction and three bus stops in the eastbound direction. In addition, there is a bus stop in the northbound direction along Santa Fe Avenue north of Compton Boulevard. In addition to bus service, the project site is located approximately 0.42 miles from the Metro A Line (Blue) Compton Station, which provides light-rail service to Downtown Los Angeles and Downtown Long Beach.

Per Section 21099 (d)(1) and (a) of the State of California Public Resources Code (PRC), the site is within a designated Transit Priority Area (TPA). A TPA is defined as an area within one-half mile of a major transit stop that exists or is planned. Section 21064.3 of the PRC defines a "major transit stop" as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. The proposed project meets the PRC §21099(a) definition of an 'Employment Center' project: a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area. As such, the project is located within a TPA as defined by the Southern California Association of Government (SCAG), as part of SCAG's 2020 RTP SCS, adopted September 2020.

Existing Conditions

The 93,046 square-foot project site is comprised of eleven parcels, as described below in **Table 2.0-1, 500 and 600 Block Description of Existing Parcels.** The 501 block refers to the western block between Spring Avenue and Willow Avenue, and the 601 block refers to the eastern block between N. Willow Avenue and N. Santa Fe Avenue.

Table 2.0-1
500 and 600 Block Description of Existing Parcels

Parcel #	APN	Location	Existing Use Description	Size
500 Block				
1	6166-022-900	515 E. Compton Blvd.	"T" shaped parcel with a concrete foundation and slab of a former building located on the southern portion of the property. Asphalt parking is located on the northern portion of the property.	13,994 SF
2	6166-022-901	501 E. Compton Blvd.	Rectangular parcel with the foundation of a former building that covers much of the property. The property is lined in concrete along the northern side.	6,388 SF
3	6166-022-902	517 E. Compton Blvd.	Rectangular parcel of vacant land.	1,966 SF
4	6166-022-903	535 E. Compton Blvd.	Rectangular parcel of vacant land.	6,212 SF
5	6166-022-904	545 E. Compton Blvd.	Rectangular parcel which consists of a 4,500 square foot one-story commercial structure. The northeastern portion of the property is an asphalt driveway.	4,978 SF
6	6166-022-905	No Address	Rectangular parcel of vacant land.	9,186 SF
600 Block				
7	6166-023-900	112 N. Willow Ave.	Rectangular parcel consisting of an asphalt parking lot.	8,740 SF
8	6166-023-901	601 E. Compton Blvd.	Rectangular parcel with a 3,000 square foot single story commercial structure on the southern portion of the property and asphalt parking on the north portion of the property.	5,783 SF
9	6166-023-902	607 E. Compton Blvd.	Rectangular parcel with a 2,700 square foot single story commercial structure on the southern portion of the property and asphalt parking on the north portion of the property.	5,806 SF
10	6166-023-903	107 N. Santa Fe Ave.	Parcel with the foundation of a former structure on the south mid portion of the property with asphalt parking along the north and south portions of the property.	20,473 SF
11	6166-023-904	625 E. Compton Blvd.	Rectangular parcel with an approximately 1,800 square foot commercial structure located on the southwest portion of the property and asphalt parking on the north and east portions of the property.	9,520 SF
			Total	**93,046 SF**

Source: Los Angeles County Assessor Portal 2020
APN = Assessor Parcel Number; SF = square feet

The project site consists of four partially demolished one-story commercial structures interspersed with highly disturbed vacant land primarily covered by concrete and asphalt parking (see **Figure 3: Photographs of Existing Site Conditions**). Previously, the project site was developed with commercial

structures and associated surface parking. Currently, the buildings on the site are vacant and not in use. Vegetation on the project site is limited to ruderal (weedy) undergrowth and three street trees along E. Compton Boulevard. The three trees are common, ornamental/non-native species (Indian Laurel Fig, *Ficus microcarpa 'Nitida' sp.*) and are not protected species.

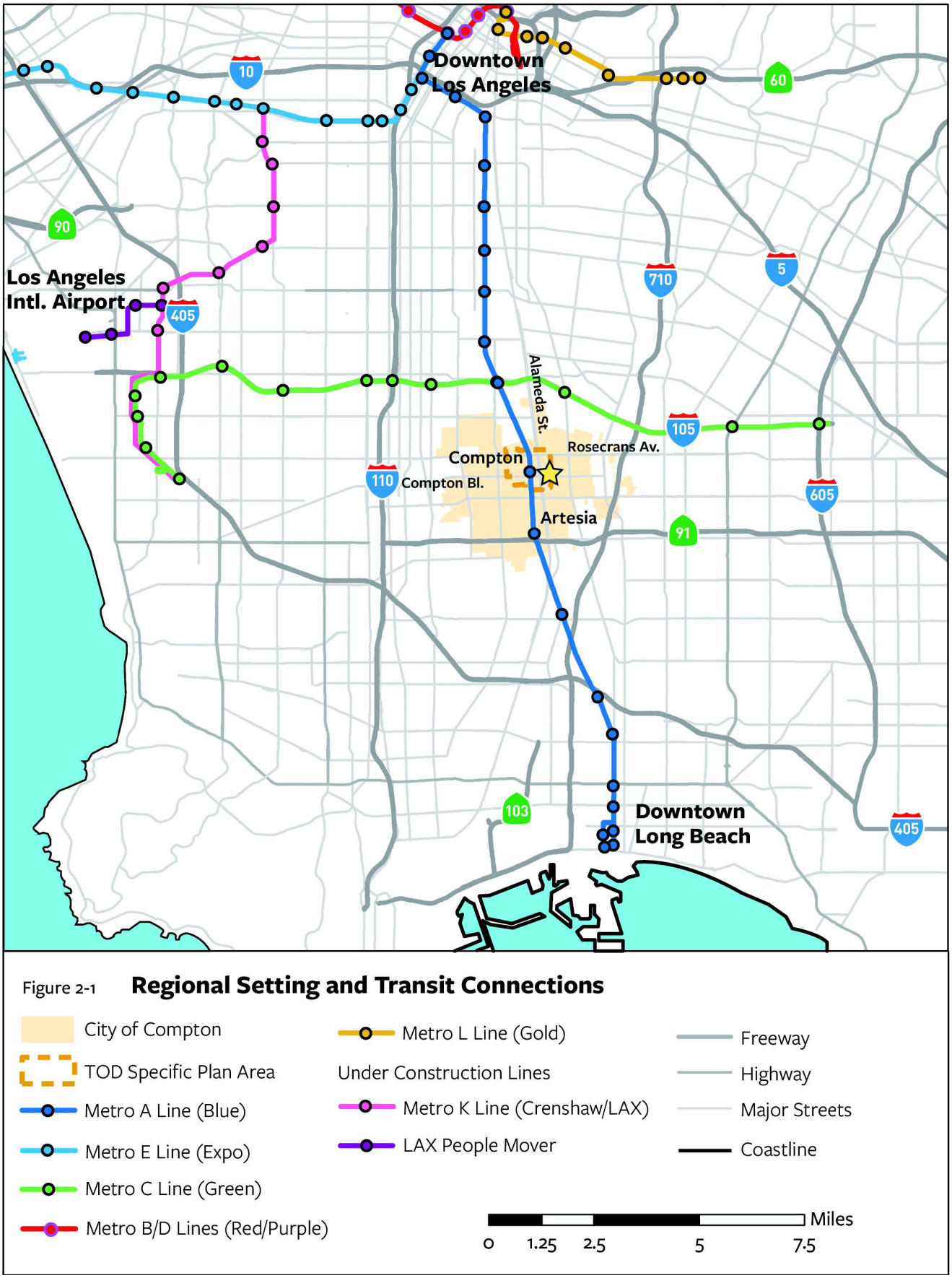
Per the City of Compton 2030 General Plan Map, the site falls under the General Commercial Land Use Designation. Per the City of Compton Zoning Map, the site is zoned as CL Zone – Limited Commercial. This use provides for general retail and service commercial uses. However, with approval of the project's entitlements, which includes a General Plan Amendment and Zone Change, the site will be zoned consist with the General Plan Amendment that will be adopted at the time of approval of this project.

The City of Compton is preparing a Transit Oriented Development Specific Plan to transform the Compton Transit Station area into a vibrant mixed-use village with access to enhanced public spaces. The Specific Plan proposes to designate this site as being located within the Historic Core (between Alameda and Santa Fe). This project, if approved, is expected to serve as a major destination and centerpiece within Downtown Compton.

Surrounding Land Uses

The project site is surrounded predominantly by urban commercial; parking; and low, medium, and high-density residential land uses (see **Figure 4, Aerial View Map and Surrounding Land Uses**). Specifically, surrounding land uses include:

- **North:** Directly north of the project site are low to medium density residential land uses and parking.
- **South:** The area directly across Compton Boulevard is designated General Commercial followed by low to medium density residential uses further south. Commercial facilities exist to the south including a funeral home, fast food restaurant, medical office, and telecommunications facility. The Lifeline Education Charter School is located approximately 600 feet south of the project site.
- **East:** East of the project site are primarily General Commercial designations along Compton Boulevard behind which low to medium density residential uses occur. The Kingdom Hall of Jehovah's Witnesses and the Salvation Army Social Services Building are located east of the project site along Santa Fe Avenue.
- **West:** West of the project site are primarily General Commercial designations along Compton Boulevard behind which low to medium density residential uses occur. There is an open space/park area two blocks west (Wilson Park – Compton Skate Park). The Compton Renaissance and Towne Center shopping center are located approximately 1,200 feet west of the project site and include big box retailers and restaurants.



SOURCE: City of Compton, 2020

FIGURE **1**

IMPACT SCIENCES

Regional Location Map

1335.002•12/20



SOURCE: Google Earth, 2020

FIGURE **2**

IMPACT SCIENCES

Project Site Map



500 Block Compton Blvd.: Corner of E. Compton Blvd. and N. Spring Ave.



500 Block Compton Blvd.: Image between N. Spring Ave. and N. Willow Ave.



500 Block Compton Blvd.: Corner of N. Willow Ave. and E. Compton Blvd.

SOURCE: Impact Sciences, 2020

FIGURE **3a**

IMPACT SCIENCES

Photographs of Existing Site Conditions

1335.002•12/20



600 Block Compton Blvd.: Corner of N. Willow Ave. and E. Compton Blvd.



600 Block Compton Blvd.: Image between N. Willow Ave. and N. Santa Fe Ave.



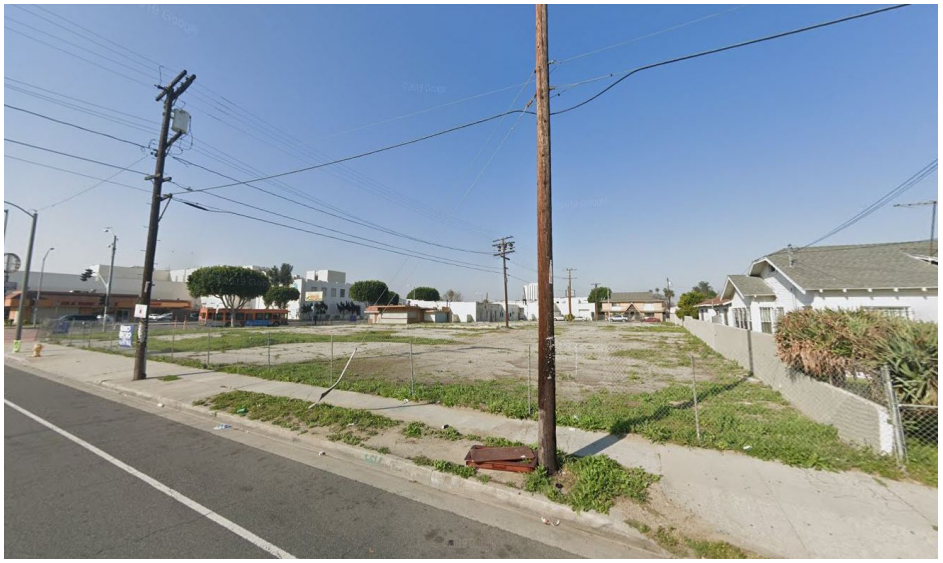
600 Block Compton Blvd.: Corner of N. Santa Fe Ave. and E. Compton Blvd.

SOURCE: Impact Sciences, 2020

FIGURE **3b**

IMPACT SCIENCES

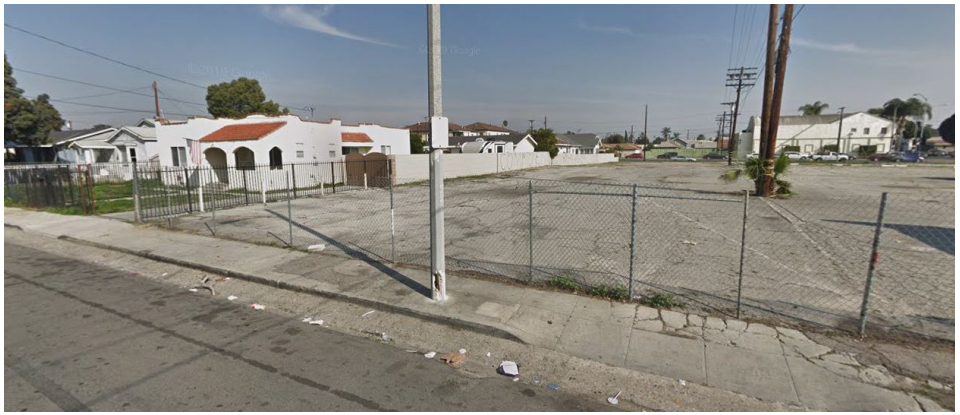
Photographs of Existing Site Conditions



N. Santa Fe Ave.: Project Property Boundary and Transition into residential neighborhood.



N. Willow Ave.: Project Property Boundary and Transition into residential neighborhood on 500 Block.



N. Willow Ave.: Project Property Boundary and Transition into residential neighborhood on 600 Block.



N. Spring Ave.: Project Property Boundary and Transition into neighborhood on 500 Block.

SOURCE: Impact Sciences, 2020

FIGURE 3c

IMPACT SCIENCES

Photographs of Existing Site Conditions

1335.002•12/20



SOURCE: ESRI, 2020

FIGURE **4**

IMPACT SCIENCES

Aerial View Map and Surrounding Land Uses

1335.002•12/20



SOURCE: GGLO, 2020

FIGURE 5

IMPACT SCIENCES

Architectural Rendering - View of Project from E. Compton Boulevard

1335.002•12/20



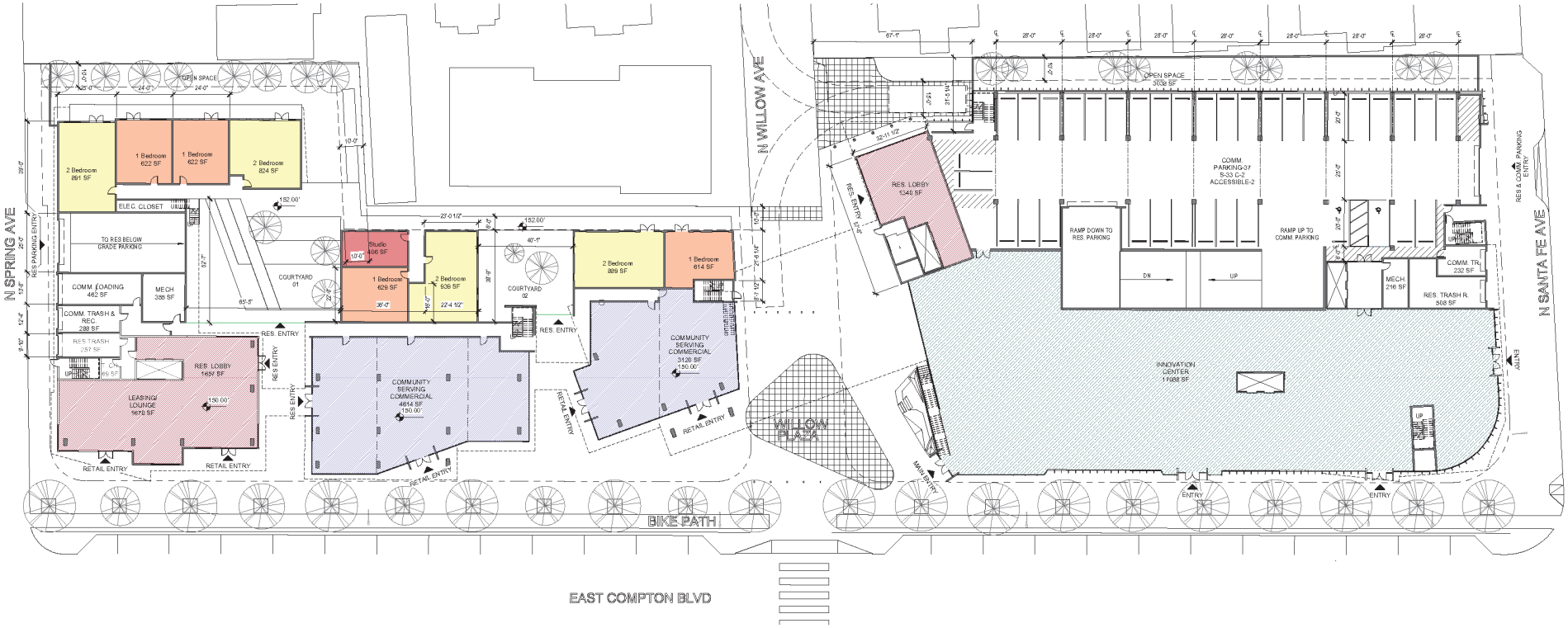
SOURCE: GGLO, 2020

FIGURE 6

IMPACT SCIENCES

Architectural Rendering of Proposed Project

1335.002•12/20



SOURCE: GGLO, 2020

FIGURE 7

Site Plan - First Floor

IMPACT SCIENCES

1335.002•12/20

3. DESCRIPTION OF PROJECT

The project consists of the development of a seven-story, 266,792-square-foot mixed-use development comprised of 7,734 square feet of retail uses, up to 300 residential units, a pedestrian plaza (Willow Plaza), and the Compton Innovation Hub and Creative Studios (see **Figure 5: Architectural Rendering – View of Project from E. Compton Boulevard** and **Figure 6: Architectural Rending of Proposed Project**). The building would have a maximum height of 85 feet along Compton Boulevard and lower heights on the south side of the project.

In addition, the project includes the creation of a public pedestrian plaza by closing Willow Avenue to non-emergency vehicular traffic and reconfiguration of E. Compton Boulevard between Alameda Street East and Santa Fe Avenue, from two lanes in each direction to one lane in each direction (see **Figure 7: Site Plan – First Floor)**. The project also includes streetscape improvements and bicycle parking on-site to encourage pedestrian and bicycle travel. The anticipated FAR is 2.86.

The project site currently contains four one-story structures that are vacant and partially demolished. All structures on the site would be demolished proposed as part of the proposed project. The project site also includes vacant land and surface parking. The overall building area is presented in **Table 2.0-2** below.

Table 2.0-2
Proposed Project Building Area

Program Type	Building Area
Residential	206,960 sf
Residential Amenities/Services	6,126 sf
Community Serving Commercial	7,734 sf
Innovation Hub and Creative Studios/Commercial	44,787 sf
Commercial Service Spaces	1,185 sf
Total Building	**266,792 sf**
Total Site Area	**93,046 sf**

Project Components, Design, and Architectural Features

Compton Innovation Hub and Creative Studios

The Compton Innovation Hub (Hub) and Creative Studios will provide learning labs, co-working and product development labs, studios, and recreational space for artists, writers, musicians, designers, and

technology developers. The Hub would be approximately 44,787 square feet, located on four floors on the southeast portion of the site. The primary entrance would be from Willow Plaza at the current corner of Willow Avenue and Compton Boulevard. The design features tall open spaces with mezzanines and partial upper floors, following industry standard coworking space designs.

Building program elements on each floor are envisioned to include:

- **Ground Floor:** The ground floor would serve as a flex space and provide technology components that enable networking events, presentations, small screenings, live performances, collaborative discussions, and informal meetings. The area would also include an informational/check-in booth and may include the Hub's cafeteria.

- **Second Floor:** The second floor would feature learning laboratories, audio and visual production and control facilities, cinema stage, conference/ collaboration rooms, quiet space/ flex working room, recreational/co-working flex area, green rooms, entrepreneurial product development laboratories, compact commercial kitchen space, and coffee bar.

- **Third Floor:** The third floor would feature an exterior deck, exterior working area, flex space equipped for event activations, screenings, networking, and wellness activities. The area would also provide space for ancillary storage and technology units.

- **Fourth Floor:** A small top floor is also connected to an exterior deck and may house the Hub's cafeteria.

The exterior of the Hub would be a unique collection of outdoor spaces connected with a series of staircases and trees planted on each level. A mixture of softscape and hardscape would balance space for people with space for vegetation providing shade, urban heat island reduction, and reduction of runoff and provide spaces for outdoor working, meetings, and socializing.

Willow Plaza

A public pedestrian plaza would be created by vacating Willow Avenue to non-emergency vehicular traffic. As proposed, the building would serve as a bridge over the central/northern section of Willow Plaza, linking residents on both sides of the Willow Avenue with amenities on the opposite side and dividing the more active front side of the building from the residential north side. Vehicles using Willow Avenue will be provided with a hammerhead turnaround at the northern edge of the property, and the portion that is under the bridge would be well lit to provide a safe pathway for residents. The building would be approximately 25 to 30 feet above the plaza. The floor of the plaza may include public art or small performances. The western portion of the plaza would include retail-adjacent areas for outdoor dining, tree planting, and public art.

Public pedestrian access would be available through the plaza at all times of the day but there would be no public vehicular access. Removable bollards would be installed to permit vehicles to enter or go through the plaza for temporary or emergency uses.

Retail Uses

Two spaces for commercial retail uses are proposed, both fronting on the western side of Willow Plaza, facing Compton Boulevard on the block between Spring Avenue and Willow Avenue. These spaces total 7,734 square feet and may be used for a variety of commercial retail uses, including food services. Spaces apt for outdoor dining are provisioned between the retail uses and the public sidewalk.

Residential Uses

The project includes up to 300 residential units, including 60 (20 percent) affordable units to low-income families making 80% of the area median income. The income level of the affordable units is not yet determined, and the project applicant and City of Compton are exploring funding sources to be able to provide deeper affordability for those units. **Table 2.0-3** illustrates the residential unit distribution of the project.

Table 2.0-3
Residential Unit Distribution

Unit Size	Share of Total Units	Total Units	Average Size	Total
Studio	21%	64	430 sf	27,520 sf
1 bedroom	33%	98	620 sf	60,760 sf
2 bedrooms	46%	138	860 sf	118,680 sf
Total	100%	300		206,960 sf

Open Space and Landscaping

The project would provide 13,000 square feet of public open space; 5,850 square feet of private open space; and 19,350 square feet of common residential open spaces, which is equivalent to 127 square feet per unit. Common residential open spaces include ground-floor courtyards on the western block, a pool area on the third floor, reading nooks and other intimate spaces on the third floor, a roof deck on the fifth floor in the northwest corner of the building, and a roof deck on the seventh floor. Overall, the project would provide 38,200 square feet of open space, including public, private, and common spaces.

Vegetative plantings would consist of screening, accent, and decorative trees, shrubs, vines, and grasses, including California Sagebrush, Cup of Gold Vine, Spider Plant, Artichoke Agave, Red Fountain Grass, Black Sage, Fruitless Olive Tree, and other accent trees, plants, underplanting, and grasses. Street tree plantings would include *Platanus acerifolia 'Columbia'* (London Plane Tree) due to its similarities to the California Sycamore. *Platanus acerifolia 'Columbia'* was also chosen due to its thick canopy, providing shade from spring to fall, and its deciduous nature allows sun in winter as well as color changing foliage in fall.

Access, Circulation, and Parking

The proposed project would reconfigure E. Compton Boulevard within the vicinity of the site to include reduced travel lanes along E. Compton Boulevard between Alameda Street East and Santa Fe Avenue, from two lanes in each direction to one lane in each direction. In addition, this configuration includes curb extensions and two new mid-block crosswalks across Compton Boulevard. The project includes the creation of a public pedestrian plaza by closing Willow Avenue to non-emergency vehicular traffic.

Twenty-four-hour pedestrian public access would be available along all sidewalks, including the connection between Compton Boulevard and Willow Avenue. Willow Plaza would be restricted to public access at night for safety. The Innovation Hub, retail, and residential components of the development, however, would all be separated in regard to public access. Entrances into the residential area, apart from the lobbies, would have access controlled through gates or other mechanisms.

The project would provide space for up to 407 vehicles. Commercial parking (retail and Innovation Hub) would be located in a small above-grade garage on the first three levels of the building in the northern portion of the 601 block of E. Compton Boulevard. Assembly uses would not be approved without a variance or accommodation of additional parking. This garage includes 111 parking spaces and is accessed from Santa Fe Avenue. Residential parking is in a below-grade garage with room for 296 vehicles with use of parking lifts. The project will use a multilevel automatic puzzle lift system to accommodate the maximum number of cars within the garage. These types of systems are intended be self-operated by residents and/or employees of the building. The garage is located below Willow Plaza and covers both blocks in one level that will be approximately 15 feet deep. At a minimum, the project would provide 41 dual-port electric vehicle charging stations.

The project would implement streetscape improvements and provide bicycle parking on-site to encourage pedestrian and bicycle travel. There would be 390 total long-term bicycle parking spaces and 15 short-term spaces provided within the two proposed parking garage structures and at street level. The bicycle lane would be moved from its current Class II configuration to a semi-raised Class IV cycle track

protected from traffic by parked vehicles and a buffer. The cycle track will be 5.5 feet wide and will be separated from the parking lane by a 3-foot buffer, leaving sufficient space for car passengers to comfortably exit the passenger side door without blocking the cycle track. The sidewalk width would increase from 8.5 feet to 16.5 feet on each side of the street. On-street parking will remain and be interspersed with intermittent loading zones. Bus stops would be consolidated into one at Alameda Street and one at Santa Fe Avenue in each direction, and these stops would be upgraded with shelters and seating.

Security and Lighting

The development would provide comprehensive, downward-directed lighting along all project edges and in all public spaces to ensure a safe environment while avoiding direct light pollution on neighboring properties. A six-foot solid masonry wall would divide the project from the northern neighboring properties, and trees would be planted on much of the project's property line.

Sustainability Features

CALGreen Building Code

The 2016 California Green Building Standards Code, referred to as CALGreen, became effective on January 1, 2017. CALGreen sets minimum standards that all new structures must meet to significantly minimize the state's overall carbon output. Local jurisdictions retain the administrative authority to exceed the new CALGreen standards. The CALGreen Standards are set forth in Part 11 of Title 24 of the California Code of Regulations.

CALGreen requires that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant emitting finish materials. CALGreen's mandatory measures establish a minimum for green construction practices and incorporate environmentally responsible buildings into the everyday fabric of California cities without significantly driving up construction costs.

CALGreen also has more stringent, voluntary provisions that have been placed in the appendix for optional use. Some key mandatory measures for commercial occupancies include specified parking for clean air vehicles, a 20 percent reduction of potable water use within buildings, a 50 percent construction waste diversion from landfills, use of building finish materials that emit low levels of volatile organic compounds, and commissioning for new, nonresidential buildings over 10,000 square feet.

Key optional measures are included in a two-tiered system designed to allow jurisdictions to adopt codes that go beyond the State mandatory provisions. The non-residential tiers include increased reduction in energy usage by 15 or 30 percent and increased reduction in potable water use, parking for clean air vehicles, cool roofs, construction waste diversion, use of recycled materials, and use of low-emitting resilient flooring and thermal insulation.

CALGreen addresses the critical issue of compliance verification by utilizing the existing building code enforcement infrastructure. The mandatory CALGreen measures would be inspected and verified by local building departments, in this case the City of Compton Department of Building and Safety, using special inspectors as they determine necessary.

The project would be designed to meet the latest in California/Uniform building codes, Title 24, and CALGreen. Each of the units would maximize the indoor environmental quality with the inclusion of ENERGY STAR(®) air conditioning with fresh air intake, natural cross ventilation, exhausting kitchen hood and fans, no VOC paints, natural flooring, and formaldehyde free cabinetry, counters, and shelving. All bathroom and plumbing fixtures would be water-conserving fixtures. Overall energy efficiency would be maximized with ENERGY STAR rated appliances, advanced lighting, dual glazed windows with low-e coating, and energy efficient thermal building envelope.

In accordance with new CALGreen requirements, the project would include the required 15 percent of the total roof areas as solar-ready, with thermal hot water panels and collectors as part of the base building design. In addition, the parking garage would include a minimum of 10 percent of the parking spaces with dual-port electric vehicle charging stations.

Anticipated Construction Schedule

Grading and construction of the proposed project is anticipated to begin in November 2022 with project completion estimated by January 2025; some construction activities would take place concurrently. A complete list of the construction machinery and equipment needed for demolition and construction is provided in Appendix B. Any required radar surveys, soil sampling, groundwater sampling, and PFAS testing would be conducted prior to proposed construction. The proposed construction sequence is anticipated as follows:

- Demolition: 1.5 months
- Grading and Site Preparation: 8.5 months
- Paving: 6 months

- General Construction: 13 months, including,
    - concrete footings
    - foundations
    - garage slab
    - wood framing
    - Sheathing, insulation, and flashing
    - Roofing
    - Windows and openings
    - Exterior finish materials
    - Interior utility distribution
    - Interior partitions
- Finishes, painting, fixtures, and casework: 4 months
- Site work and landscaping: 1 month

The project would require the net export of up 18,406 cubic yards of earthwork from the site. The project would require a haul route permit, subject to the approval of the City of Compton Department of Building and Safety. The likely haul route for the project would utilize E. Compton Boulevard to an approved truck route on either N. Alameda Street or N. Santa Fe Avenue. It is anticipated that construction worker parking and building material laydown during construction of the project would take place on the project site. Construction would occur Monday through Friday, between the hours of 7:00 AM and 4:00 PM.

4. REQUESTED PERMITS AND APPROVALS

Discretionary entitlements, reviews, and approvals required for implementation of the project would include, but would not necessarily be limited to, the following:

- **Site Plan Review**
- **Change of Zone**

- **General Plan Amendment**
- **Street Vacation**
- **Certification of an Initial Study / Mitigated Negative Declaration,** pursuant to the CEQA; and
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, haul route permits, storm water discharge permits, excavation permits, grading permits, foundation permits, building permits, exterior approvals, permits for driveway curb cuts, installation and hookup approvals for public utilities, landscaping approvals, and sign permits.

III. ENVIRONMENTAL CHECKLIST & IMPACT ANALYSIS

INTRODUCTION

This section of the Initial Study/Mitigated Negative Declaration (IS/MND) contains an assessment and discussion of impacts associated with each environmental issue and subject area identified in the Initial Study Checklist. The thresholds of significance are based on Appendix G of the *State CEQA Guidelines*.

IMPACT ANALYSIS

1. AESTHETICS

Senate Bill (SB) 743 [Public Resources Code (PRC) § 21099(d)] sets forth guidelines for evaluating project transportation impacts under CEQA, as follows: "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment." This exemption was enacted as part of SB 743 "to further the Legislature's strategy of encouraging transit-oriented, infill development consistent with the goal of reducing greenhouse gases announced in [SB 375]."

PRC § 21099 defines a "transit priority area" as an area within 0.5 mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." PRC § 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." The site is located approximately 0.42 mile east of Metro's Compton Station and the Compton & Willow bus stop for Metro Bus Lines 60, 125, 127, and 128 are located 0.04 mile from the project.

PRC § 21099 defines an "employment center project" as "a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area. PRC § 21099 defines an "infill site" as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

The proposed project is within a TPA and is considered an "employment center project." PRC § 21099 applies to the proposed project; therefore, the proposed project is exempt from aesthetic impacts. The analysis in this initial study is provided for informational purposes only and is not intended to result in a

determination of whether the proposed project would result in significant impacts to the environment. Any aesthetic impact analysis in this initial study is included to discuss what potential aesthetic impacts would occur from the proposed project if PRC § 21099(d) was not in effect. Nothing in the aesthetic impact discussion in this initial study shall trigger the need for any CEQA findings, CEQA analysis, or CEQA mitigation measures.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. Substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Impact Analysis:

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant. For purposes of CEQA, it is important to distinguish between public and private views. Private views are views seen from privately owned land and are typically viewed by individual viewers, including views from private residences.

Public views are those experienced by the collective public. These include views of significant landscape features such the Pacific Ocean or mountain ranges, as seen from public viewing spaces, not privately owned properties. The analysis below addresses public views and not private views since obstruction of private views is not generally regarded as a significant environmental impact. (See *Citizens for Responsible and Open Government v. City of Grand Terrace* [2008]; *Mira Mar Mobile Community v. City of Oceanside* [2004]). CEQA (§ 21000 *et seq.*) case law has established that protection of public views is generally emphasized.

The proposed project is in the City of Compton in an urbanized, commercial neighborhood. The aesthetic character of the site is generally non-uniform and defined predominantly by low-rise residential and commercial development interspersed with hardscaping and streetscaping (utility poles, streetlamps etc.).

The proposed mixed-use building would be approximately 85 feet in height (7-stories), which would represent an increase in building height at the project site, as well as compared to the surrounding structures which are generally 1 to 2-stories high. Scenic views are typically defined as those that provide expansive views of a highly valued landscape for the benefit of the public. Large sweeping scenic vistas are not available in the project vicinity largely due to the urbanized nature of the site and surrounding area. Further, the project site is currently developed with structures and as a result, does not offer views to any scenic vistas, nor would the change in use on the site impede any existing views, as none are currently available. Therefore, the proposed project would not impact a scenic vista. Additionally, pursuant to PRC § 21099(d), the project would result in no impact to aesthetics, including scenic vistas.

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

No Impact. The State Scenic Highways Program is designed to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. The project site is not located near any designated or eligible state scenic highways per the State of California Department of Transportation. [1]

Although the Compton General Plan[2] lists several scenic roadway corridors which were highlighted for improvement by the City through design guidelines and regulations, public investment, and private incentives under the 1998 Corridor Improvement Plan, none meet the definition of State Scenic Highways.

As the proposed project is not within the vicinity of any state scenic highways, the project would not substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway, as none of these resources exist on or near the

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1 California Department of Transportation. *State Scenic Highway Program 2020*. Available online at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways

2 City of Compton 2030 General Plan. Available online at: http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=24243

project site. Pursuant to PRC §21099(d), the proposed project would result in no impact on aesthetics, including scenic highways.

c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than Significant. As the proposed project is in an urbanized area, the analysis focuses on whether the project would conflict with applicable zoning and other regulations governing scenic quality.

Policies in the Compton 2030 General Plan have been adopted for the purpose of avoiding or mitigating aesthetic impacts from development projects. Development projects in the City of Compton, including this project, would be subject to the aesthetic policies in the General Plan Urban Design Element. Specifically, the proposed project would implement Urban Design Element Policy 2.1 to develop specific plans with design and development guidelines that create pedestrian-oriented developments. Furthermore, the proposed project would implement Urban Design Element Policy 3.3 by adopting new plans to facilitate revitalization. Chapter 30-19.7 (*Procedures*) of the CMC establishes procedures for review of development in the City. Architectural Review Board approval is required on all new construction of single/multi-family residential, commercial, industrial, and institutional projects and all projects referred by the City Planning Commission.

In addition, this project will be consistent with the proposed TOD Specific Plan that will include extensive design guidelines and standards. Per the City of Compton Zoning Map, the site is zoned as CL Zone – Limited Commercial.[3] This use provides for general retail and service commercial uses. However, with approval of the project's entitlements, which includes a General Plan Amendment and Zone Change associated with the TOD Specific Plan, the site will be zoned consistent with the General Plan Amendment that will be adopted at the time of approval of this project.

As noted above, although the proposed project would represent a substantial increase in building height and massing at the project site, the project would introduce elements that would enhance the overall visual quality of the project site and surrounding area, thereby making the project site more aesthetically cohesive to residents, employees, and visitors of the area.

[3] City of Compton Community Development Department. City of Compton Zoning Map. Available online at: http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=26132

In summary, the project area is generally aesthetically non-uniform under existing conditions with no pervading architectural design between surrounding buildings and the neighborhood in general. The visual quality of the project site and surrounding area is generally poor with aging, often dilapidated structures and hardscaping serving as the primary elements of the viewshed. The proposed project would represent a change in the existing height and massing at the project site and the surrounding area; however, the improvements associated with the project would enhance the visual quality of the project area and would encourage pedestrian interaction with the project site and with the neighborhood in general. Upon approval of the General Plan Amendment and Zone Change, the proposed project would not conflict with the applicable zoning or other regulations regarding scenic quality. Consequently, impacts would be less than significant.

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

Less than Significant. The two main causes of light pollution are light trespass and glare. Light trespass is caused by light being cast on areas outside those intended to be lit. Glare occurs when a reflective material or bright object casts uncontrolled brightness on sensitive receptors (i.e., residential neighborhoods) or nearby land uses. Glare may occur in many instances including from oncoming vehicle headlights, an unshielded light bulb, or sunlight reflecting off building materials such as glass and steel.

The project site is in an urban setting and is fully developed. Given the nature of the existing development surrounding the project site (i.e., one to two story structures), daytime light and glare at the project site is not an existing source of nuisance. However, existing and surrounding land uses may generate some nighttime light from security, parking lot lights, and exterior building lights.

Sources of daytime light and glare under the proposed project would differ from those under existing conditions; however, the sources would be typical of highly developed, urban environments (e.g., sunlight reflecting off building materials and glass windows). Non-reflective materials would be recommended, including the use of non-reflective, matte finishes for new proposed buildings and windows. The potential sources of new nighttime light include spillover from the windows of new residences and businesses and from outdoor security lighting, lighted signs, streetlights, and building-mounted lighting. However, the project would be designed, arranged, directed, or shielded in accordance with existing state and local regulations and guidelines, including the International Dark-Sky Association, the Illuminating Engineering Society

Model Lighting Ordinance, and Chapter 30- 19.5 of the CMC that contains lighting standards for new development.

2. AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	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?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Impact Analysis:

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?

No Impact. The City of 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. The area, 1.7 miles south of the project site, bounded by E. Greenleaf Boulevard, Compton College, and S. Tarter Lane is designated as a residential agricultural area. The second area, 1.5 miles southwest of the project site, zoned as a residential agricultural area is located north of W. Greenleaf Boulevard between S. Oleander Avenue and S. Wilmington Avenue, and both sides of Raymond Street on the north.

The California Department of Conservation, Division of Land Protection, lists Prime Farmland, Unique Farmland, and Farmland of Statewide Importance under the general category of

"Important Farmland." The project site is located within an urbanized area of the City of Compton and is surrounded by residential and commercial uses. The project site is not listed as Important Farmland by the California Department of Conservation.[4] Implementation of the proposed project would not convert farmland to non-agricultural use, and no impacts would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?

No Impact. The General Plan land use designation for the project site currently is General Commercial.[5] Therefore, the project site is not zoned for agricultural uses nor do agricultural uses occur on the project site. Only land located within an agricultural preserve is eligible for enrollment under a Williamson Act contract. Accordingly, the project site does not contain any lands covered by a Williamson Act contract. Therefore, implementation of the proposed project would not conflict with existing agricultural zoning or a Williamson Act Contract, and no impacts would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The project site is currently designated as General Commercial and is in an urban area.[5] CEQA requires the evaluation of forest and timber resources where they are present. The site does not contain any forest land as defined in PRC § 12220(g), timberland as defined by PRC § 4526, or property zoned for Timberland Production as defined by Government Code § 51104(g). Implementation of the proposed project would not conflict with existing zoning or cause rezoning of forest land or timberland. No impacts would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. See response to **Section 2.c**, above.

Additionally, forest land is defined as: "…land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."[6] Timberland is defined as: "land…which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and

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4 California Department of Conservation. California Important Farmland Finder. Available at: https://maps.conservation.ca.gov/DLRP/CIFF/.

5 City of Compton Community Development Department. City of Compton General Plan Map. Available online at: http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=24965

6 California Public Resources Code Section 12220[g].

other forest products, including Christmas trees."[7] There is no forest land or timberland on-site or in the project vicinity and project development would not cause a loss of forest land or timberland. No impacts would occur.

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?

No Impact. See responses to **Sections 2.a - d**, above. The site is located in an urbanized area, and there are no agricultural uses or related uses on the project site. The proposed project would not result in the conversion of farmland to other uses, and no impacts would occur.

7 California Public Resources Code Section 4526.

3. AIR QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Violate any air quality standard or result in a cumulatively considerable net increase in an existing or projected air quality violation?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in substantial emissions (such as odors or dust) adversely affecting a substantial number of people?	☐	☐	☒	☐

Impact Analysis:

The following analysis is based on the Air Quality and Greenhouse Gas Impact Assessment Report prepared for the project by Impact Sciences in November 2020 and contained herein as Appendix A and Construction Calculations found in Appendix B.

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant. As part of its enforcement responsibilities, the EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the CCAA requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the federal and state ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

As previously mentioned, the project site is located within the SCAB, which is under the jurisdiction of the SCAQMD (South Coast Air Quality Management District). The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. In order to reduce such emissions, the SCAQMD drafted the 2016 Air Quality Management Plan (AQMP). The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving California and national air quality standards. The 2016 AQMP is a regional and multi-agency effort including the SCAQMD,

CARB, SCAG, and the U.S. EPA. The plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. (SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans.) The project is subject to the SCAQMD's AQMP.

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's 1993 CEQA Air Quality Handbook, and include the following:

- Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of an existing air quality violation, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

- Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP or increments based on the years of the project build-out phase.

The violations to which Consistency Criterion No. 1 refers are the CAAQS and the NAAQS. As evaluated under Impacts 2 and 3 below, the project would not exceed the short-term construction standards or long-term operational standards and in so doing would not violate any air quality standards (see Table 3.0-1 and Table 3.0-2). Thus, no impact is expected, and the project would be consistent with first criterion.

Concerning Consistency Criterion No. 2, the 2016 AQMP contains air pollutant reduction strategies based on SCAG's growth forecasts from the 2016 RTP/SCS, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The proposed project would increase local population by approximately 858 persons and create 240 jobs and is consistent with the General Plan Amendment that will be adopted at the time of approval of the project and therefore would not exceed the population or job growth projections used by the SCAMQD to develop the 2016 AQMP., no impact would occur, as the project is also consistent with the second criterion.

b) Violate any air quality standard or result in a cumulatively considerable net increase in an existing or projected air quality violation?

Less Than Significant. A project may have a significant impact if project-related emissions would exceed federal, State, or regional standards or thresholds, or if project-related emissions would substantially contribute to an existing or projected air quality violation. In order to determine

project significance, emissions were compared to the SCAQMD construction and operational air quality thresholds.

Construction Phase Air Quality Impacts on Regional Air Quality

Construction-related emissions were estimated using the SCAQMD's CalEEMod 2016.3.2 model, detailed descriptions of the modeling inputs are included within the Air Quality and Greenhouse Gas Technical Study (see Appendix A). Predicted maximum daily construction-generated emissions for the proposed project are summarized in **Table 3.01, Construction-Related Criteria Pollutant and Precursor Emissions – Maximum Pounds per Day**.

Table 3.0-1
Construction-Related Criteria Pollutant and Precursor Emissions – Maximum Pounds per Day

Construction Year	ROG	NOx	CO	SO2	PM10	PM2.5
2022	5.99	61.22	38.83	0.10	6.69	2.77
2023	7.90	66.59	80.90	0.21	7.28	3.75
2024	19.76	37.44	41.48	0.13	5.14	2.25
2025	1.30	10.34	15.87	0.03	0.83	0.55
Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed?	*No*	*No*	*No*	*No*	*No*	*No*

Source: Impact Sciences, CalEEMod modeling, 2020. See Appendix A.

Operation Phase Air Quality Impacts on Regional Air Quality

Project-generated emissions would be associated with motor vehicle use and area sources, such as the use of natural-gas-fired appliances, landscape maintenance equipment, and architectural coatings associated with the operation of a 300-unit apartment building, Innovation Hub, and retail center. Long-term operational emissions attributable to the proposed project are summarized in **Table 3.0-2, Long-Term Operational Emissions – Maximum Pounds per Day**.

Emissions associated with vehicle travel depend on the year of analysis as emission control technology requirements are phased in over time. Therefore, the earlier the year analyzed in the model, the higher the emission rates used by CalEEMod. The earliest year the project would possibly be constructed and fully occupied would be 2025. Emissions associated with buildout later than 2025 would be lower, as it is assumed newer vehicles would meet increasingly more stringent emissions standards, while older, more polluting vehicles are less utilized. Further, throughout the

lifetime of the proposed project, residents will likely purchase newer vehicles and fleet turnover will occur resulting in lower mobile-source emissions as time goes on.

As shown in Tables 1 and 2, neither the project's construction nor operational emissions would exceed the SCAMQD's thresholds for any criteria air pollutants. Therefore, regional construction and operational emissions would not result in a significant long-term regional air quality impact.

Table 3.0-2
Long-Term Operational Emissions – Maximum Pounds per Day

Source	ROG	NOx	CO	SO2	PM10	PM2.5
Area Source	14.60	5.71	100.1	0.27	12.47	12.47
Energy Use	0.13	1.14	0.54	0.01	0.09	0.09
Mobile Source	1.80	7.75	23.0	0.09	8.22	2.24
Total	16.54	14.61	123.6	0.37	20.78	14.81
Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed?	*No*	*No*	*No*	*No*	*No*	*No*

Source: Impact Sciences, CalEEMod modeling, 2020. See Appendix A.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant. The proposed project will not expose nearby sensitive receptors to substantial pollutant concentrations.

Localized Significance Thresholds

Localized Construction Significance Analysis

The nearest receptors to the project site are residents located immediately north of the project site along North Spring Avenue, North Willow Avenue, and North Santa Fe Avenue. To identify impacts to sensitive receptors, the SCAQMD recommends addressing Localized Significance Thresholds (LSTs) for construction.

LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAMQD provided the *Final Localized Significance Threshold Methodology* for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific analysis. The Site Receptor Area (SRA) for the LST is the South-Central LA County area (SRA 12) since this area includes the project site. LSTs apply to CO, NOx, PM10, and PM2.5. The SCAMQD produced look-up tables for projects that disturb areas less than or

equal to 5 acres in size. The project site is approximately 2.13-acres, therefore, the LST threshold for two acres was utilized for the construction LST analysis.

The SCAQMD's methodology clearly states that "off-site mobile emissions from the project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. The nearest sensitive receptors to the project site are the residents adjacent to the north and east. LST screening thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. According to SCAQMD methodology, "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters." Therefore, LSTs for receptors located at 25 meters were utilized in this analysis.

Table 3.0-3, Localized Significance of Construction Emissions – Maximum Pounds per Day, presents the results of the localized emissions during construction activity of the proposed project. As shown in Table 3, the on-site air pollutant emissions on the peak day of construction would not exceed the applicable LST. Therefore, impacts would be less than significant.

Table 3.0-3
Localized Significance of Construction Emissions – Maximum Pounds per Day

Construction Year	NOx	CO	PM10	PM2.5
2022	57.67	36.11	4.57	2.67
2023	33.62	36.07	1.39	1.28
2024	32.1	30.47	1.32	1.21
2025	10.28	14.99	0.49	0.46
LST Screening Threshold	**65**	**346**	**7**	**4**
Exceed?	***No***	***No***	***No***	***No***

Source: Impact Sciences, CalEEMod modeling, 2020. See Appendix A.

Localized Operational Significance Analysis

According to the SCAQMD LST methodology, LSTs would apply to operational phase of a proposed project only if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The project is proposing a residential and commercial development and, therefore, does not include such land uses. Thus, due to the lack of queuing and idling emissions, no long-term localized significance threshold analysis is needed. Operational LST impacts would be less than significant in this regard.

As evaluated above, the project's air emissions would not exceed the SCAQMD's LST thresholds. Therefore, the project would not cause or contribute to an exceedance of the most stringent applicable NAAQS or CAAQS for emissions of CO, NOx, PM10, or PM2.5. It should be noted that the ambient air quality standards are developed and represent levels at which the most susceptible persons are protected. In other words, the ambient air quality standards are purposely set in a stringent manner to protect children, elderly, and those with existing and respiratory problems. Thus, air quality health impacts would be less than significant in this regard.

Carbon Monoxide Hotspots

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadways or intersection may reach unhealthful levels (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.).

The SCAB is designated as an attainment/maintenance area for the federal CO standards and attainment area for state standards. There has been a decline in CO emissions even though vehicle miles traveled (VMT) on U.S. urban and rural roads have increased nationwide estimated anthropogenic CO emissions have decreased 68 percent between 1990 and 2014. In 2014, mobile sources accounted for 82 percent of the nation's total anthropogenic CO emissions (EPA 2018). Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burner fuels, and motor vehicle inspection/maintenance programs.

According to the SCAQMD CEQA Air Quality Handbook, a potential CO hotspot may occur at any location where the background CO concentration already exceeds 9.0 ppm, the CAAQS for 8-hour ozone. The SCAQMD prepared a detailed CO analysis in the *Federal Attainment Plan for Carbon Monoxide* as part of the 2003 AQMP. The 2003 AQMP is the most recent AQMP that addresses CO concentrations. The CO analysis included microscale modeling of CO at the worst-case intersections in SCAB. Of these locations, the Wilshire Boulevard and Veteran Avenue intersection in Los Angeles experienced the highest CO concentration of 4.6 ppm. At the time of analysis, the Wilshire Boulevard and Veteran Avenue intersection was the most congested intersection in Los Angeles County with an average daily traffic volume of approximately 100,000 vehicles per day. As CO impacts at the Wilshire Boulevard and Veteran Avenue intersection did not exceed the 8-hour CAAQS, it can be inferred that the intersections near the project site would not create any CO hotspots. Furthermore, as previously discussed, the site is located in SRA 12, West San Gabriel Valley. Communities within SRAs are expected to have similar climatology and ambient air pollutant concentrations. The monitoring station representative of SRA 12 is the Compton – 700 North Buriss Road air quality

monitoring station located approximately 0.63 miles northeast of the site. According to data obtained from the EPA's AirData database for CO pollutants, the highest eight-hour concentration reported for the Compton station in 2019 was 3.2 ppm. As such, the background CO concentration in combination with the CO concentration at worst-case scenario intersection in SCAB do not exceed 9.0 ppm and a CO hotspot would not occur. Therefore, CO hotspot impacts would be less than significant in this regard.

Diesel Particulate Matter

Project Construction

Construction would result in the generation of diesel particulate matter (diesel PM) emissions from the use of off-road diesel equipment required for grading and excavation, paving, and other construction activities. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current methodology for conducting health risk assessments are associated with long term exposure periods (9, 30, and 70 years). Therefore, short-term construction activities would not generate a significant health risk.

Additionally, the project site is approximately 2.13-acres and, as a result, construction activities would occur in an area of less than 5 acres. CARB generally considers construction projects contained in a site of such size to represent less than significant health risk impacts due to limitations of the off-road diesel equipment able to operate and this a reduced amount of generated diesel particulate matter (DPM), the reduce amount of dust-generating ground-disturbance possible compared to larger construction sites, and the reduced duration of construction activities compared to the development of larger sites. Furthermore, construction would be subject to and would comply with California regulations limiting the idling of heavy-duty construction equipment to no more than 5 minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. For these reasons, DPM generated by construction activities, in and of itself, would not be expected to expose sensitive receptors to substantial amounts of air toxics and the project would have a less than significant impact.

Project Operation

The greatest potential during long-term operations for exposure to TACs is from the use of heavy-duty diesel trucks and stationary generators that use diesel fuel. The proposed project is a 300-unit residential development and Innovation Hub with minor retail uses. Once operational, the majority of vehicle trips to the project site will be from residents, employees, and visitors and, as a result, the proposed project would attract very few diesel truck trips. Additionally, the project does not propose any stationary generators on-site. For these reasons, once operational, the proposed project would not be expected to expose nearby sensitive receptors to substantial amounts of air toxics and the project would have a less than significant impact.

d) Result in substantial emissions (such as odors or dust) adversely affecting a substantial number of people?

Less Than Significant. The SCAQMD *CEQA Air Quality Handbook* (1993) identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The proposed project would not include any of the land uses that have been identified by the SCAQMD as odor sources.

Construction activities associated with the project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon project completion. In addition, the project would be required to comply with the California Code of Regulations, Title 13, sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would reduce the detectable odors from heavy-duty equipment exhaust. The project would also be required to comply with the SCAQMD Rule 1113 – Architectural Coating, which would minimize odor impacts from ROG emissions during architectural coating. Any odor impacts to existing adjacent land uses would be short-term and not substantial. As such, the project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts would be less than significant in this regard.

4. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, 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 Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b. Have a substantial adverse effect 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 Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
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?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Impact Analysis:

a) Have a substantial adverse effect, 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 regulation, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less Than Significant. The City of Compton generally consists of predominantly urban land with previously disturbed soils, which has led to highly fragmented habitats within this area. Several

scattered urban parks and golf courses with landscaped vegetation exist within a five-mile radius of the project site. Both Chino Hills State Park (to the east) and the Santa Monica Mountains (to the north) are regional open space areas located approximately 20 miles from the project site. The Palos Verdes Peninsula, which contains a network of habitat reserves, is located over nine miles from the project site. Compton Creek, 9.5 miles southeast of the project site, flows through the city and into the Los Angeles River to the south, connecting eventually to the San Pedro Bay in the Pacific Ocean approximately eight miles south.

A literature review and records search were conducted to determine the potential occurrence of special status plant and wildlife species in or in the immediate vicinity of the project site. This site is on Township 3 South, Range 12 West on the USGS South Gate, California 7.5-minute topographic quadrangle. Per the Information for Planning and Consultation (IPaC) Database, there is one listed species by the US Fish and Wildlife Service that has the potential to be affected by activities in this location: Coastal California Gnatcatcher (*Polioptila californica californica).*[8] There is limited vegetation on the site, consisting primarily of ruderal (weedy) undergrowth and three street trees along E. Compton Boulevard. The three trees are common, ornamental/non-native species (Indian Laurel Fig, *Ficus microcarpa 'Nitida' sp.*) and are not protected species. There are no critical habitats, national wildlife refuge lands, or wetlands identified at this location.[8] The project site is considered to have a low habitat and species diversity value, due to the heavily disturbed and developed nature of the site, isolation from native habitats, and high human activity levels surrounding the area. Consequently, no suitable habitat for special status species, including the Coastal California Gnatcatcher (*Polioptila californica californica),* is present on the project site. The project site is not located within or near any County of Los Angeles Significant Ecological Areas (SEAs).[9]

Given that the potential for any species identified as a candidate, sensitive, or special status species to occur is low at the project site, the proposed project would not have a substantial adverse effect, 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 US Fish and Wildlife Service. For these reasons, the project would have a less than significant impact.

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[8] United States Fish and Wildlife Service. Information for Planning and Consultation Database. Available online at: https://ecos.fws.gov/ipac/location/QLHOXH6TW5G3BJTTLULD275OHE/resources#endangered-species

[9] County of Los Angeles Department of Regional Planning. Significant Ecological Areas and Coastal Resource Areas Policy Map. February 2015. Available online at: https://planning.lacounty.gov/assets/upl/project/gp_2035_2014-FIG_9-3_significant_ecological_areas.pdf

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

No Impact. As stated above, the project site is surrounded by urban development and highly disturbed under existing conditions, with little potential for any riparian habitat or other sensitive natural community to flourish. No riparian habitat or other sensitive natural community exists within the project site or in the surrounding area.[8] Implementation of the proposed project would not 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 Wildlife or US Fish and Wildlife Service. No impact would occur.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. As stated above, the site is highly disturbed under existing conditions, with no state or federally protected wetlands on site or in the general vicinity of the project. The site is surrounded by urban development., there are no wetlands or bodies of water within the project area or in the surrounding area.[10] Buildout of the proposed project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, no impact would occur.

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?

Less Than Significant. No wildlife corridors, native wildlife nursery sites, or bodies of water in which fish are present are located on the project site or in the surrounding area.[8] However, several mature trees are present within the project site that may provide suitable habitat for nesting birds protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code §§ 3500 - 5500. Birds may also nest on or within the vacant building on site. The MBTA of 1918 implements the United States' commitment to four treaties with Canada, Japan, Mexico, and Russia for the protection of shared migratory bird resources. The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests.

The project site location, along a busy roadway and among commercial and residential uses, has a limited ability to support both native resident and migratory species. These disturbances decrease the project site's value as suitable breeding and foraging habitat, and also as a migration corridor

10 US Fish and Wildlife Service. *National Wetlands Inventory.* 2020. Accessed October 2020 online at: https://www.fws.gov/wetlands/data/mapper.html.

or overland dispersal habitat because the property is movement-constrained. The more factors that constrain species habitats and dispersal / movement corridors, the less likely individuals are to occur, or continue to occur within a specific locale. Furthermore, the project site does not connect large blocks of natural open space that are considered essential for long-term plant and wildlife viability in Los Angeles County. For these reasons, the project would have a less than significant impact.

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

Less Than Significant. As discussed above, there are three mature street trees located within the public right-of-way between the curb and the sidewalk along E. Compton Boulevard (Indian Laurel Fig, *Ficus microcarpa 'Nitida' sp.*). The City of Compton Municipal Code (§ 20-4 *Street Trees*) requires City approval to "cut, remove, or damage any tree, shrub, plant, wood, turf, rock, sand, gravel or earth, or pick any flowers" within the public right-of-way. Removal or planting of any tree in the public right-of-way requires approval by the City of Compton prior to the issuance of a Certificate of Occupancy. Implementation of the proposed project would not conflict with the provisions of the City of Compton Municipal Code. For these reasons, the project would have a less than significant impact.

f) 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 proposed project is not subject to an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan and, therefore, would have no impact with respect to these plans.

5. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☒	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

Impact Analysis:

The following analysis is based on the Cultural Resource Assessment Report prepared for the project by ASM Affiliates in January 5, 2021 and contained herein as Appendix C.

a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Less Than Significant. Section 15064.5 of the *State CEQA Guidelines* defines a historical resource as (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; (2) a resource listed in a local register of historical resources or identified as significant in a historical resource survey meeting certain state guidelines; or (3) an object, building, structure, site, area, place, record or manuscript that a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record.

A records search was conducted in November 2020 with the South-Central Coastal Information Center of the California Historical Resources Information System to identify previously recorded archaeological and historical architectural resources within a 0.5-mile radius of the project site. As shown in Appendix C, a total of 10 cultural resources have been previously recorded within the 0.5-mile records search radius. All are historic, consisting largely of public buildings, as well as some historical-period infrastructure elements. None of these resources are within or adjacent to the Project area, though several are within 200-300 feet.

A pedestrian survey of the project site was conducted on November 17, 2020. The archaeological pedestrian survey did not result in the identification of any prehistoric or historic archaeological sites that may be impacted by project implementation. Four structures are currently located on the project site. Two of the buildings, 607 and 625 E. Compton Boulevard, suffered extensive damage in a fire and could no longer be classified as buildings because they do not retain essential structural elements (i.e., roof, four walls, doors, and windows). The buildings at 545 and 601 E. Compton Boulevard cannot be classified as ruins as they are still standing buildings with relatively intact walls, roof, windows, and doors. However, given the evident alterations to the 545 and 601 E. Compton Boulevard buildings, it is unlikely that either building retains sufficient integrity to be eligible for the any local register or the California Register of Historical Resources, and therefore, are unlikely to meet the definition of a historical resource as defined by CEQA. Therefore, impacts to historical resources are less than significant.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

No Impact. The California Historical Resources Information System record search did not identify any archaeological resources at the project site. A pedestrian survey of the project site was conducted on November 17, 2020. The archaeological pedestrian survey did not result in the identification of any prehistoric or historic archaeological sites that may be impacted by project implementation. Therefore, no impacts to archeological resources would occur.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant. No prehistoric or historic burials were identified within the project site as a result of the California Historical Resources Information System search and the Sacred Lands File search. Although no surface evidence suggests, after a pedestrian survey of the project site was conducted on November 17, 2020, that any historic burials are in the project site, the project would require excavation to 15 feet below ground surface level and the possibility of encountering human remains in the project area still exists. If any previously unrecorded human remains are inadvertently discovered during construction, all ground disturbing activities in the vicinity of the discovery must cease immediately and a 50-foot-wide buffer would be established per California State law (Health and Safety Code Section 7050.5; PRC Sections 5097.94, 5097.98 and 5097.99). Pursuant to these codes, in the event that human remains are discovered, work on the portion of the project site where remains have been uncovered would be suspended and the City of Compton and the Los Angeles County Coroner would be immediately notified. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason

to believe the human remains to be those of a Native American, he or she shall consult with the Native American Heritage Commission by telephone within 24 hours, to designate a Most Likely Descendant (MLD) who shall recommend appropriate measures to the landowner regarding the treatment of the remains. If the owner does not accept the MLD's recommendations, the owner or the MLD may request mediation by the NAHC. Compliance with these requirements would reduce impacts to a less than significant level.

6. ENERGY

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

Impact Analysis:

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

Less than Significant. The City of Compton's General Plan includes the Energy Conservation Program that supplements existing City efforts in the enforcement of the State's construction codes requiring water conservation and efficiency in new construction. The Program also promotes energy conservation measures, recycling, water conservation, and the use of alternate transit.

In addition, the California Code of Regulations, Title 24 (2019 *California Building Energy Efficiency Standards*) serve to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy, and to enhance the outdoor and indoor environmental quality. The newest version came into effect in January 2020. These standards provide regulations for new buildings constructed in California to reduce energy demand and consumption. The Building Energy Efficiency Standards are updated every 3 years to accommodate new energy efficiency technologies and methodologies.

California Green Building Standards Code (CALGreen) legislates those mandatory energy efficiency standards that California state law requires be implemented into new development (CALGreen 2019). The 2019 CALGreen Building Standards for non-residential development includes mandatory measures such as:

- Bicycle parking
- Future electric vehicle parking
- Light pollution reduction
- Water efficiency standards

- Reduced flow faucets
- Water efficient landscaping
- Indoor insulation standards (to improve the efficiency of heating and cooling mechanisms)

The proposed project would meet the current CALGreen standards, and for this reason, would not result in wasteful, inefficient, or unnecessary consumption of energy. Further, due to the nature of the project as a mixed-use development with residential, office, and retail land uses located within a half mile of the Metro A (Blue) line Compton Station, the proposed project is expected to encourage transit use to the site. The project will also include on-site bicycle parking that will promote active transportation and electric vehicle charging stations. As a result, the project will reduce petroleum fuel use by reducing vehicle trips to the site.

For these reasons, the proposed project would be consistent with state, regional, and local plans aimed at improving energy efficiency. Impacts would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant. The proposed project will be required to meet the current CALGreen standards and would further the City's General Plan goals for development of shopping and services near residences as well as constructing new large-scale developments that incorporate alternative forms of transportation. As such, the proposed project would not obstruct or conflict with plans for renewable energy or energy efficiency. As such, the impacts would be less than significant.

7. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	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, caused in whole or in part by the project's exacerbation of the existing environmental conditions? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii. Strong seismic ground shaking caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction, caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☐	☐	☒	☐
iv. Landslides, caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit 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, caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Impact Analysis:

The following analysis is based on the Geotechnical Investigation Report prepared for the project by Converse Consultants in November 2020 and contained herein as Appendix D. In 2015, the California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District* (62 Cal.4th 369), held that CEQA generally does not require a lead agency to consider the impacts of existing environmental conditions on the future residents or users of a project. However, if a project risks exacerbating preexisting environmental hazards or conditions, the lead agency is required to analyze the impact of that exacerbated condition on the environment, which may include future residents and users within the project area. Generally, mixed use projects, like the proposed project, would not exacerbate existing environmental hazards related to geological and soil conditions, nonetheless, information is presented on geologic hazards potentially associated with the project site.

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, caused in whole or in part by the project's exacerbation of the existing environmental conditions? Refer to Division of Mines and Geology Special Publication 42.

No Impact. Fault rupture is the displacement that occurs along the surface of a fault during an earthquake. The California Geological Survey designates Alquist-Priolo Earthquake Fault Zones, which are regulatory zones around active faults. An "active fault" has exhibited surface displacement with Holocene time (within the last 11,000 years) hence constituting a potential hazard to structures that may be located across it. As indicated by the California Department of Conservation, the project site is not located within a currently designated State of California Earthquake Fault Zone for surface fault rupture.[11] No surface faults are known to project through or towards the site. The potential for surface rupture resulting from the movement of the nearby major faults is considered remote. Therefore, no impact would occur because of the rupture of a known earthquake fault. Further, the proposed project would not exacerbate existing geologic conditions, including fault rupture.

[11] California Department of Conservation, California Geologic Survey. Earthquake Zones of Required Investigation. Online access at: https://maps.conservation.ca.gov/cgs/EQZApp/app/

ii) Strong seismic ground shaking caused in whole or in part by the project's exacerbation of the existing environmental conditions?

Less than Significant. The project site lies along the central portion of the Los Angeles coastal plain in the Peninsular Ranges Geomorphic Province of California. The geologic structure is dominated by northwest trending, right-lateral faults, most notably the Newport-Inglewood fault, Whitter-Elsinore fault, San Jacinto fault, and San Andreas fault. As is the case for most areas of California, the project site is situated within a seismically active region. The nearest State of California Earthquake Zone of Required Investigation is for the Newport-Inglewood fault zone, located approximately 2.5 miles west of the project site.

Therefore, ground shaking resulting from an earthquake could potentially impact the project over the course of its life. The intensity of ground shaking during a seismic event at any one location is determined by several factors, including: magnitude of the earthquake; distance from the epicenter (source); subsurface material beneath the location; and topography. Ground shaking could result in significant damages to buildings, roads, and other infrastructure, and may also result in associated safety hazards to people living and working in the vicinity. However, project construction and operation would not increase or exacerbate the potential for strong seismic ground shaking to occur. Additionally, this impact would be reduced to a less than significant level by following all relevant California Building Code (CBC) and the City of Compton Building Code seismic standards and Public Safety Element of the General Plan; as well as the recommendations of the Geotechnical Report provided in Appendix D of this IS/MND.

Compliance with existing laws regarding the risk of loss, injury, or death, from strong seismic ground shaking would reduce potential impacts to less than significant levels.

iii) Seismic-related ground failure, including liquefaction, caused in whole or in part by the project's exacerbation of the existing environmental conditions?

Less Than Significant. Liquefaction is the sudden decrease in the strength of cohesionless soils due to dynamic or cyclic shaking. Saturated soils behave temporarily as a viscous fluid (liquefaction) and, consequently, lose their capacity to support the structures founded on them. The potential for liquefaction decreases with increasing clay and gravel content but increases as the ground acceleration and duration of shaking increase. Liquefaction

potential has been found to be the greatest where the groundwater level and loose sands occur within 50 feet of the ground surface.

The site is located within a potential liquefaction zone per the State of California Seismic Hazard Zones Map for the South Gate Quadrangle.[11] As shown in the Geotechnical Report provided in Appendix D of this IS/MND, the results of liquefaction analyses indicate the site soils are susceptible to liquefaction and are located within a Seismic Hazard Zone for liquefaction. The estimated potential seismically induced settlement ranges from approximately 1.2 to 1.5 inches with potential differential settlement ranging from approximately 0.6 to 0.75 inches in 30 feet horizontal length. However, project construction and operation would not increase or exacerbate the existing potential for strong seismic-related ground failure to occur. Project design features, as outlined in the Geotechnical Report, such as pile foundations and structural slab would bypass the upper liquefaction zone to provide sufficient structural support. Additionally, the project would be built in compliance with the CBC and City of Compton Building Code seismic standards and Public Safety Element of the General Plan, which includes seismic safety measures. As such, the proposed project is not anticipated to cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure and would not exacerbate existing geologic conditions directly or indirectly.

The proposed project site exhibits characteristics that indicate a potential liquefaction risk; however, with appropriate foundation and construction methods as detailed in the Geotechnical Report, the potential liquefaction impacts from the proposed project would be reduced, and the resulting potential impact would be less than significant.

iv) Landslides, caused in whole or in part by the project's exacerbation of the existing environmental conditions?

No Impact. Landslides are movements of large masses of rock and/or soil. Landslide potential is generally the greatest for areas with steep and/or high slopes, low sheer strength, and increased water pressure. Seismically induced landslides and other slope failures are common occurrences during or soon after earthquakes. As outlined in the Geotechnical Report, the project site is not located within any earthquake-induced landslide areas due to the relatively flat ground conditions of the site topography. In the absence of significant ground slopes, the potential for seismically induced landslides to affect the proposed site is considered to be very low and no impact would occur.

b) Result in substantial soil erosion or the loss of topsoil?

Less than Significant. Erosion is the movement of rock and soil from place to place and is a natural process. Common agents of erosion in the vicinity of the project area include wind and flowing water. Significant erosion typically occurs on steep slopes where stormwater and high winds can carry topsoil down hillsides. Erosion can be increased greatly by earthmoving activities if erosion-control measures are not used.

The project site is located in an urbanized area of the City and has a minimal change in elevation. The proposed project is a mixed-use development with a subterranean parking garage, with landscaped and hardscaped areas, and would contain small amounts of soil as planting beds, which would be planted and routinely maintained to prevent any loss of soil. Following the completion of construction of the proposed project, the potential for soil erosion, or the loss of topsoil is expected to be extremely low.

Construction of the proposed project would involve soil disturbance activities including excavation and grading that would leave soil on the project site exposed. Common means of soil erosion include water, wind, and being tracked off-site by vehicles. These activities could result in soil erosion. However, the proposed project will be subject to local and state codes and requirements for erosion control and grading during construction, including, but not limited to, the Compton Municipal Code, which addresses grading, excavations, and fills. Further, the proposed project will be required to comply with standard regulations, including South Coast Air Quality Management District Rule 402, which will reduce construction erosion impacts. Rule 402 requires dust suppression techniques be implemented to prevent dust and soil erosion from creating a nuisance off-site.

Additionally, the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ issued by the State Water Resources Control Board (SWRCB), effective July 1, 2010 (as amended by 2010-0014-DWQ and 2012-0006-DWQ), regulates construction activities to minimize water pollution, including sediment. The Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP) and associated best management practices (BMPs) by a certified Qualified SWPPP Developer (QSD). Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from project-related grading and construction activities.

Therefore, soil erosion impacts from grading and construction activities associated with construction and operation of the proposed project would not occur and soil erosion impacts would be less than significant.

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, caused in whole or in part by the project's exacerbation of the existing environmental conditions?

Less Than Significant. The proposed project site is not in a landslide zone, but the underlying soils may be potentially subject to liquefaction. Seismically induced lateral spreading involves primarily lateral movement of earth materials due to ground shaking. It differs from the slope failure in that complete ground failure involving large movement does not occur due to the relatively smaller gradient of the initial ground surface. Lateral spreading is demonstrated by near-vertical cracks with predominantly horizontal movement of the soil mass involved. The topography at the project site and in the immediate vicinity of the site is relatively flat, with no significant nearby slopes or embankments. To control for the potential adverse impacts of liquefaction, the project would comply with all the recommendations of the Geotechnical Report. Adoption of the design recommendations contained in the Geotechnical Report, and compliance with the existing laws regarding the risk of loss, injury, or death, from lateral spreading, subsidence, liquefaction, or collapse would reduce potential impacts to less than significant levels. Further, the proposed project would not exacerbate existing geologic conditions, including lateral spreading.

d) Be located on expansive soil, as identified in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less than Significant. Expansive soils are characterized by their ability to undergo significant volume changes (shrink or swell) due to variations in moisture content. Changes in soil moisture content can result from precipitation, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors and may result in unacceptable settlement or heave of structures or concrete slabs supported on grade. Depending on the extent and location below finish subgrade, expansive soils can have a detrimental effect on structures.

During construction, grading will mix and relocate the site soils, and additional fill soils may be added. Findings from the Geotechnical Investigation Report recommend that on-site clayey soils and with an expansion index exceeding 20 should not be re-used for compaction within 2 feet below the proposed foundations and floor slabs. Compliance with recommendations from the

Geotechnical Investigation Report and applicable regulations would ensure impacts are less than significant.

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?

No Impact. The project site has access to public services and utilities and future development would not involve the use of septic tanks or alternative wastewater disposal systems.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant With Mitigation. Paleontological resources include fossil remains or traces of past life forms, including both vertebrate and invertebrate species, as well as plants. Paleontological resources are generally found within sedimentary rock formations.

The project site is in a highly urbanized area of the City that has been previously disturbed and developed. However, build out of the proposed project could, specifically the construction of the subterranean parking garage, could involve grading and excavation to greater depths than previously undertaken (15 feet). Project-related grading and excavation activities could disturb unknown paleontological resources buried in site soils. In the event of an unexpected disturbance of such resources, significant impacts to paleontological resources could occur. However, compliance with **Mitigation Measure MM-GEO-1** would reduce impacts to a less than significant level.

Mitigation Measure:

MM-GEO-1 If any paleontological materials are encountered during project development, work in the area shall be halted. A qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities of the project site. The frequency of inspections shall be based on consultation with the paleontologist and shall depend on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered. If paleontological materials are encountered, the paleontologist shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if appropriate, salvage. The paleontologist shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact. The Applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report, and a copy of the paleontological survey, study or report shall be

submitted to the Los Angeles County Natural History Museum. Ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the satisfaction of the paleontologist.

8. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Impact Analysis:

The following analysis is based on the Air Quality and Greenhouse Gas Impact Assessment Report prepared for the project by Impact Sciences in November 2020 and contained herein as Appendix A.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant. Construction and operation (i.e., use of the new building by occupants and mobile emissions associated with such use) of the proposed project would generate greenhouse gas emissions.

Construction Emissions

The proposed project would generate GHG emissions during temporary, short-term construction activities such as demolition, site preparation and grading, running of construction equipment engines, movement of on-site heavy-duty construction vehicles, hauling of materials to and from the site, asphalt paving, and construction worker motor vehicle trips.

Through CalEEMod, project GHG emissions throughout project construction were calculated from off-road equipment usage, hauling vehicles, delivery, and worker trips to and from the site. The total GHG construction emissions over the approximately 2.5-year construction period of the proposed project would be approximately 2,630 MT CO2e. As GHG emissions impact from construction activities would occur over a relatively short time span, it would contribute a relatively small portion of the lifetime GHG emission impact of the proposed project. The total construction GHG emissions were divided by 30 to determine an annual construction emission rate to be amortized over the proposed project's first 30 years of operational life, consistent with CEQA

analysis across the state. Amortized over a 30-year period, the proposed project is anticipated to emit approximately 87.7 MT CO2e/year.

Operational Emissions

Operational emissions occur over the life of the project. The proposed project will construct the Compton Innovation Hub and Creative Studios, retail uses, residential uses, and parking on the site. The proposed project is expected to generate GHG emissions from area, energy, and mobile-source emissions as the site will generate vehicle trips from residents, employees, and visitors. Area source emissions are based on the land use sizes, GHG emission factors for fuel combustion, and the global warming potential (GWP) values for the GHGs emitted. Electricity usage emissions are based on the land uses, default demand factors for the land use, GHG emission factors for the utility provider, and the GWP values of the GHGs emitted. Mobile-source GHG emissions are determined based on the project's estimated annual VMT, which is calculated in CalEEMod based on the daily trip generation rates provided in the project's traffic report. Waste and water emissions are derived from the anticipated water usage and wastewater generated based on the project's proposed land uses and the associated water demand factors.

The estimated total net annual project emissions, including operation emissions and amortized construction emissions, are detailed in **Table 3.0-4, Proposed Project Greenhouse Gas Emissions**.

Table 3.0-4
Proposed Project Greenhouse Gas Emissions

Emissions Source	Metric Tons of Carbon Dioxide Equivalent (per year)
Amortized Construction	87.7
Area Sources	89.2
Energy Sources	1,158
Mobile Sources	1,505
Waste Sources	95
Water Sources	218
Total GHG Emissions	**3,153**

Source: Impact Sciences, 2020.

As shown in Table 3.0-4, the project's combined long-term net operational emissions and amortized construction emissions would be approximately 3,153 MT CO2e/year. However, proposed project

significance is based on the project's consistency with statewide and regional policies and plans to meet the state reduction goals set in SB 32, including CARB's 2017 Scoping Plan and SCAG's 2020 Connect SoCal RTP/SCS, see **Impact b**.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant. The proposed project would have a significant impact with respect to GHG emissions and global climate change if it would substantially conflict with the provisions of Section 15064.4(b) of the State CEQA Guidelines.

Pursuant to Appendix G of the *CEQA Guidelines*, a significant GHG impact is identified if the project could conflict with applicable GHG reduction plans, policies, or regulations. Development projects would be subject to complying with SB 32, and SCAG's Connect SoCal Plan. SB 32 is a statewide reduction goal aimed at reducing emissions to 40% below 1990 levels by 2030. CARB's 2017 Scoping Plan sets a framework for the State to meet the reduction targets of SB 32.

The development is a downtown transit-oriented development which places a high density of residences, amenities and jobs within walking distance to the Metro A Line (Blue). The proposed project also plans to implement streetscape improvements and provide bicycle parking on-site in order to promote pedestrians and bicycle travel. The Air Quality and Greenhouse Gas Technical Study (Appendix A) provides a detailed comparison of the project against the goals and strategies laid out in both CARB's 2017 Scoping Plan and SCAG's Connect SoCal RTP/SCS and determines that the project is not only consistent with CARB's 2017 Scoping Plan and SCAG's Connect SoCal 2020 RTP/SCS, but the proposed project also goes beyond the goals and strategies laid out in these plans to reduce GHG emissions from mobile-source emissions. Furthermore, the proposed project will be constructed consistent with CALGreen Building Code and Title 24 which will reduce on-site GHG emissions from area and energy sources. Therefore, the impact would be less than significant.

9. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
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?	☐	☒	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☒	☐	☐
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 create a significant hazard to the public or the environment caused in whole or in part from the project's exacerbation of existing environmental conditions?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Impact Analysis:

The following analysis is based in part on the Phase I and Phase II Environmental Site Assessment (ESA) Reports prepared for the project by Priority 1 Environmental in November 2020 and contained herein as Appendix E.

a) 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.

Project Demolition, Grading, and Excavation

Along the 501 E. Compton Block, the subject site consists of vacant land and a 4,056 square-foot vacant commercial structure at 545 E. Compton Boulevard that was built in 1933. Along the 601 E. Compton Block of the project site, the subject property consists of three vacant commercial structures, a vacant lot, and an asphalt parking area. A concrete cutout was observed on the north side of the former gas station structures slab. The existing structure at 601 E. Compton Boulevard is 3,904 square feet and was constructed in 1952. The existing structure at 607 E. Compton Boulevard is 2,914 square feet and was constructed in 1941. The existing structure at 625 E. Compton Boulevard is 902 square feet and was constructed in 1950.

The existing buildings on the project site were constructed prior to the Toxic Substances Control Act of 1976, which restricted the use of lead, asbestos, and other hazardous materials. Asbestos is designated as a hazardous substance when the fibers have the potential to come in contact with air because the fibers are small enough to lodge in the lung tissue and cause health problems. The presence of asbestos-containing materials (ACM) in existing buildings poses an inhalation threat only if the ACMs are found to be in a friable state. If the ACMs are not friable, there is no inhalation hazard because asbestos fibers remain bound in the material matrix. Emissions of asbestos fiber to the ambient air, which can occur during activities such as renovation or demolition of structures made with ACMs (e.g., insulation), are regulated in accordance with Section 112 of the Federal Clean Air Act. In the scenario that asbestos-containing materials are identified during the demolition of the existing commercial structures, the storage, handling, and disposal of ACM is regulated by the Department of Toxic Substances Control, the US Environmental Protection Agency, the Occupational Safety and Health Administration, the SCAQMD, and the City of Compton Fire Department.

Project Construction

Project implementation, specifically during the project construction phase, would involve the routine transport, use, and disposal of hazardous materials. However, hazardous materials used in construction of the project would be those routinely used in urban construction projects (e.g., solvents, fuels, paints, and detergents) and would not involve the use of unregulated hazardous substances. The storage, handling, and disposal of these routine products is regulated by the Department of Toxic Substances Control, the US Environmental Protection Agency, the Occupational Safety and Health Administration, the SCAQMD, and the City of Compton Fire Department.

Project Operation

The proposed project consists of the development of retail space, residences, and the Innovation Hub (office space). Operation of the proposed project's retail, outdoor plazas, and office space would require a variety of products generally used for cleaning and maintenance, some of which are potentially hazardous. Such products would only be considered hazardous if used or stored inappropriately. The types of potentially hazardous materials associated with operation of the proposed project include solvents, paints, or pesticides and herbicides for landscaping. However, these materials would be primarily used for cleaning and grounds maintenance purposes.

Environmental Site Assessments

Soil sampling and analyses at the project site were carried out during preparation of three Phase I and a subsequent Phase II ESA for the project site. To identify potential existing sources of hazardous materials, a database search of the project study area was completed that included federal, state, local, and tribal databases as defined by American Society for Testing and Materials International (ASTM) Practice E1527-13, in addition to Environmental Database Record (EDR) proprietary databases.

501 E. Compton Block (501, 517, 535, and 545 E. Compton Blvd.)

A Phase I ESA concluded that the subject properties were listed in the Environmental Records Sources searched under the EDR High-Risk Historical Records database. This assessment has revealed no evidence of recognized environmental conditions in connections with the subject property. The Phase 1 ESA recommends that prior to any demolition work, an asbestos survey should be conducted of the structure on 545 E. Compton Blvd.

515 E. Compton Blvd.

A Phase I ESA concluded that the subject property was listed in the Environmental Records Sources searched under the California Department of Toxic Substances Control's (DTSC) Hazardous Waste Tracking System (HWTS) database. This assessment revealed no evidence of recognized environmental conditions in connection with the subject property. As a result, no additional environmental investigations are recommended at this time.

601 E. Compton Block (601, 607, 625 E. Compton Blvd., 112 N. Willow Ave., and 107 N. Santa Fe Ave.)

A Phase I and Phase II ESA were prepared for these sections of the project site. The Phase II was prepared to evaluate concerns of the former use of the property as gasoline service stations, auto repair, and drycleaners.

The Phase 1 found three recognized environmental conditions on the project site, as follows:

- 601 East Compton Boulevard operated as a gas station and auto repair from 1928 to 1951. No records were found with Los Angeles County Public Works or Los Angeles County Fire Department; therefore, based on the historical use as a gasoline service station and likely use of underground storage tanks, dispenser, and associated piping for approximately 23 years, a likely release exists.
- 107 North Santa Fe Avenue operated as gasoline service station from the 1950s to the 1990s. The tanks were removed in 1996 and a closure letter was issued in 1996. Based on the gas station structure's shape, an auto repair was possibly located on the north portion of the gas station structure. A concrete cutout in the area of the north portion of the structure was observed and is a possible location of a former in-ground lift or waste oil tank.
- 609 East Compton Boulevard is listed as a Drycleaners in 1947 and 1951. Based on the lack of listings for years prior to 1947 and years after 1951 and the use of the site a Drycleaners during a period of lax government oversight, a likely release exists.

The Phase II found that historical releases to subsurface soils have occurred on the west portion of the property in the area of 601-609 E. Compton Blvd. Releases appear to be historical in nature and have likely degraded significantly since the time of the release. The interior of 601 E. Compton Blvd. was not accessible at the time of drilling; therefore, no ground penetrating radar survey or sampling was done in the area of the former gasoline service station in the southwest portion of the property.

It is recommended that further investigation is conducted. Following the proposed demolition of 601 East Compton Blvd., a ground penetrating radar survey and soil sampling be conducted in the area of the former gasoline service station in the southwest corner of the property. Groundwater sampling should also be conducted in the area of the former drycleaner and former gasoline service station in the southwest portion of the property. In addition, if fire suppression chemicals were used to suppress a fire that occurred on the property between the Phase I and Phase II, additional testing for Per- and polyfluoroalkyl substances (PFAS) chemicals should be conducted of the surface soils at the facility. Mitigation measures HAZ-1 through HAZ-4 would reduce this potentially significant impact to below a level of significance.

Given the above, the project could pose a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (i.e., contaminated soils) on the west portion of the project site in the area of 601-609 E. Compton Boulevard; however, implementation of HAZ-1 through HAZ-4 mitigation measures would reduce this potential impact to a less-than-significant level.

Impacts would be less than significant with mitigation incorporated.

Mitigation Measures:

Mitigation Measure HAZ-1 **Prepare a Construction Hazardous Materials Management Plan (HMMP):** Prior to construction, an HMMP shall be prepared by the project Applicant that outlines provisions for safe storage, containment, and disposal of chemicals and hazardous materials, contaminated soils, and contaminated groundwater used or exposed during construction, including the proper locations for disposal. The HMMP shall be prepared to meet OSHA requirements, Title 29 of the CFR 1910.120 and CCR Title 8, Section 5192, and all applicable federal, state, and local regulations and agency ordinances related to the proposed management, transport, and disposal of contaminated media during implementation of work and field activities.

Mitigation Measure HAZ-2 **Conduct Further Investigations as Outlined in the Phase II ESA:** Following demolition, additional investigations shall be conducted by the project Applicant as outlined in the Phase II ESA for the subject property under the direct supervision of a Professional Geologist, licensed in the State of California.

- Conduct a ground penetrating radar survey and soil sampling in the area of the former gasoline service station in the southwest corner of the property.
- Conduct testing for Per- and polyfluoroalkyl substances (PFAS) chemicals of the surface soils.
- Conduct groundwater site testing and prepare a groundwater mitigation plan if necessary in the area of the former drycleaner and former gasoline service station in the southwest portion of the property. The plan shall include, at a minimum, groundwater testing at the project site, a hazard mitigation, and maintenance plan.

Mitigation Measure HAZ-3 **Prepare a Soil Management Plan:** A Soil Management Plan shall be prepared by the project Applicant and implemented by a qualified geologist, prior to approval of the project's grading permit. The Soil Management Plan shall summarize soil profiling procedures (prior to construction/soil excavation), provide guidance for managing soil excavated from the subject property during activities associated with property redevelopment, and

request site closure contingent upon completion of soil excavation and off-site disposal. The Soil Management Plan shall outline a health and safety plan and all work involving potentially impacted soils will be conducted in accordance with the site-specific health and safety plan.

Mitigation Measure HAZ-4 **Halt Construction Work if Potentially Hazardous Materials/Abandoned Oil Wells/Underground Storage Tanks are Encountered:** Contractors shall follow all applicable local, state, and federal regulations regarding discovery, notification, response, disposal, and remediation for hazardous materials and/or abandoned oil wells/underground storage tanks encountered during the construction process. If unidentified USTs are found on the project site, the project Applicant shall work with the Department of Environmental Resources (DER), Hazardous Materials Division in order to prepare a mitigation plan for UST removal or capping to prevent leaking.

b) Create 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. As stated above, the project site may be underlain with contaminated soils and groundwater, the excavation of which could pose a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions. However, with implementation of HAZ-1 through Haz-4, hazards associated with potentially contaminated soils and groundwater would be mitigation to below a level of significance.

According to the California State Water Resources Control Board's GeoTracker database, the project site is not located on a Federal Superfund, State Response, Voluntary Cleanup site, or a site that includes any historic or active leaking underground storage tanks (LUSTs). The project will implement mitigation measures HAZ-1 through Haz-4 to identify any LUST on the project site not listed on Geotracker and to prepare a subsequent mitigation plan if found. Therefore, project implementation would not create a significant hazard to the public or the environmental through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment from these sources.

With implementation of HAZ-1 through Haz-4, the proposed project's potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment would be reduced to a less-than-significant levels. Impacts would be considered less than significant with mitigation incorporated.

c) 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. The school closest to the project site is Lifeline Education Charter School, approximately 0.2 mile southeast of the project site. Mayo Elementary School is 0.8 mile to the northeast and Compton High School is 0.9 mile southwest of the project site.

With implementation of HAZ-1 through Haz-4, potential impacts to nearby schools as a result of the project emitting hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of existing or proposed schools would be reduced to a less-than-significant level. Moreover, the project site represents a health and safety hazard under existing conditions and, upon project implementation, these hazards (potential soil and groundwater contamination) would be mitigated to below a level of significance, thereby increasing safety at the project site and in the surrounding area. As such, impacts would be less than significant with mitigation incorporated.

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 caused in whole or in part from the project's exacerbation of existing environmental conditions?

No Impact. The project site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment (SWRCB 2020; DTSC 2020; U.S. EPA 2016). No impact would occur.

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 for people residing or working in the project area?

No Impact. The nearest public airport is the Compton/Woodley Airport, located approximately 1.22 miles southwest of the project site. However, the proposed site lies outside the airport land use plan. Therefore, no impact would result in a safety hazard for people residing or working within an airport land use plan would occur.[12]

12 Los Angeles County. *Airport Land Use Plan*. 2008. Available online at: https://planning.lacounty.gov/assets/upl/data/pd_alup.pdf.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant with Mitigation. The County of Los Angeles designates disaster routes throughout the County, which are used for evacuation purposes in emergency situations. There are no County disaster routes proximate to or within the project site. The closest disaster route is S. Long Beach Boulevard 0.5 mile east of the project site.[1]

Compton Boulevard is a designated disaster route in the City of Compton's General Plan Public Safety Element's Critical Facilities & Emergency Evacuation Map (Exhibit 3).[2] Disaster routes function as primary thoroughfares for movement of emergency response traffic and access to critical facilities. The Public Safety Element notes that the grid system in the City provides alternative routes in the event of street blockage, and the City's permit process ensures that new construction must provide turnarounds large enough for fire trucks.

Project Construction

Construction of the proposed project could temporarily interfere with local and on-site emergency response. However, construction traffic would conform to all traffic work plan and access standards to allow adequate circulation and emergency access. Implementation of a Construction Management Plan, and compliance with access standards would reduce the potential for the impacts on haul routes, emergency response, and access during construction of the proposed project. The majority of construction activities for the proposed project would be confined to the site, except for infrastructure improvements, which may require some work in adjacent street rights-of-way. However, this work would be short-term, temporary, and would occur during off-peak periods. In addition, the Applicant would be required to submit a parking and driveway plan for review by the Compton Fire Department and the Bureau of Engineering (BOE) to ensure compliance with all applicable code-required site access and circulation requirements, as well as code-required emergency access. With implementation of mitigation measure HAZ-5, the proposed project's potential to create a significant impact to adopted emergency response plans or emergency evacuation plans would be reduced to a less-than-significant levels. Impacts would be considered less than significant with mitigation incorporated.

Project Operation

[1] County of Los Angeles Department of Public Works. City of Compton Freeway Disaster Routes. June 2008. Available online at: https://dpw.lacounty.gov/dsg/DisasterRoutes/map/Compton.pdf

[2] City of Compton. General Plan 2030, Public Safety Element Critical Facilities & Emergency Evacuation Map. Available online at: http://www.comptoncity.org/civicax/filebank/blobdload.aspx?blobid=24237.

The project includes the creation of a public pedestrian plaza by vacating Willow Avenue to non-emergency vehicular traffic and an option to reconfigure E. Compton Boulevard between Alameda Street East and Santa Fe Avenue, from two lanes in each direction to one lane in each direction. The proposed improvements would reduce the roadway from approximately 85 feet curb to curb, in its current condition to approximately 50 feet, curb to curb. Beyond the curb would be a pedestrian and bikeway. While Compton Boulevard is a designated emergency route in the City, there are several other east-west thoroughfares similarly designated within the City that could accommodate traffic in the event of an emergency. Alondra Boulevard is a designated emergency route located approximately 1/2 mile to the south and provides access to I-710. Rosecrans Boulevard is a designated emergency route located approximately ½ mile to the north and provides access to the I-110. Unlike E. Compton Boulevard, both Alondra Boulevard and Rosecrans Boulevard provide direct freeway access and are well suited for emergency response. Further, although the capacity would be reduced, in an emergency, E. Compton Boulevard would remain wide enough to accommodate five through lanes of traffic, if the parking and turning lanes were used. Therefore, although the proposed project would reduce the width of E. Compton Boulevard, impacts would not be significant, and no mitigation is required.

Operation of the proposed project would also include the street vacation of Willow Avenue. However, Willow Avenue would not be vacated to emergency vehicular traffic and would include collapsible bollards to allow for emergency vehicle access. The street vacation would conform to all applicable code-required site access and circulation requirements, as well as code-required emergency access. Therefore, impacts to adopted emergency response plan or emergency evacuation plan would be less than significant.

Mitigation Measure:

Mitigation Measure HAZ-5 A Traffic Control Plan and Parking and Driveway Plan would be submitted to the City of Compton for review and approval prior to any temporary road closures due to construction. Lane closures would be intermittent and temporary in nature and one lane of travel in each direction would be maintained throughout the construction period. Any permanent lane closures would meet all applicable code-required site access and circulation requirements, as well as code-required emergency access through consultation with the Compton Fire Department, BOE, and DOT with the City of Compton Planning Department.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. As discussed in Section 18 *Wildfire*, the project site is located in an urbanized area in the center of the City of Compton and the project site does not lie within an identified Fire Hazard Severity Zone. As a result, the risk of a wildland fire harming people or structures is low, and the proposed project would have a less than significant impact with respect to this issue.[13]

[13] County of Los Angeles Open Data. Fire Hazard Severity Zones. Available online at: https://data.lacounty.gov/dataset/Fire-Hazard-Severity-Zones/jwg2-9k5y.

10. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
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 substantial erosion or siltation on- or off-site?				
i. result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
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?	☐	☐	☒	☐
iv. impede or redirect flood flows?	☐	☐	☒	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation??	☐	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Impact Analysis:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant. As part of Section 402 of the Clean Water Act, the United States Environmental Protection Agency (EPA) has established regulations under the National Pollution Discharge Elimination System (NPDES) program to control direct storm water discharges. In California, the SWRCB administers the NPDES permitting program and is responsible for

developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in coordination with the RWQCB to preserve, protect, enhance, and restore water quality.

A project would normally have a significant impact on surface water quality if discharges associated with a project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if a project would discharge water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the SWRCB. These regulations include compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

As required under the NPDES, the proposed project would be responsible for the preparation of a Storm Water Pollution Prevention Plan (SWPPP) and implementation of BMPs to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system. Implementation of SWPPP and compliance with the NPDES and City discharge requirements would ensure that the construction of the proposed project would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality.

In October 2008, the County adopted a Low Impact Development (LID) Ordinance into the Los Angeles County Code Title 12, Chapter 84 to require the use of LID principles in all development projects except road and flood infrastructure projects. In November 2013, the County amended the Los Angeles County Code Title 12, Chapter 84 to incorporate the requirements of the 2012 MS4 Permit. The November 2013 LID Ordinance became effective December 5, 2013, and requires that project applicants submit a comprehensive LID Plan and analysis demonstrating compliance with the LID Standards Manual (which also constitutes compliance with the November 2013 LID Ordinance) for review and approval by the Director of Public Works.

Full compliance with the LID Plan, SUSMP, and implementation of design-related best management practices would ensure that the operation of the proposed project would not violate any water quality standards and discharge requirements or otherwise substantially degrade water quality. If required, any dewatering activities during construction shall comply with the

requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032 National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit and the measures outlined in the IRAP. The proposed project does not include any point-source discharge (discharge of polluted water from a single point such as a sewage-outflow pipe). Therefore, the project would result in a less than significant impact to water quality and waste discharge during its construction and operation.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant. Groundwater was encountered at depths that ranged from approximately 44.5 feet to 47.2 feet in the project area (see **Appendix D. Geotechnical Investigation Report)**. These groundwater depths correspond to approximate groundwater elevations of 13 to 17 feet. The California Division of Mines and Geology (CDMG) does show data for historically highest groundwater contours at approximately 8 feet below ground surface on Plate 1.2 of the Seismic Hazard Zone Report for the South Gate Quadrangle (1998). The regional groundwater table is not expected to be countered during planned grading and construction near surface; however, the groundwater table will be encountered during deeper pile foundation installation and construction and should be anticipated.

Wet weather periods may produce groundwater seepage along less permeable layers from infiltration of rainfall, surface flow, runoff and storm water recharge and should be anticipated during grading and construction. Local zones of perched groundwater may be present within the near-surface deposits due to buried alluvial channel features, channel remnants, local recharge conditions or during the rainy season. In general, groundwater levels fluctuate with the seasons. Groundwater conditions below any given site vary depending on numerous factors including seasonal rainfall, local irrigation, storm water recharge and groundwater pumping, among other factors.

The City of Compton Water Department supplies water to customers within the City. The project site is covered with approximately 90 to 95 percent impervious surfaces. Following site redevelopment, groundwater recharge on the project site would be equal to or exceed existing conditions. Furthermore, as discussed above, in accordance with the County's LID Ordinance, the project would require the implementation of stormwater best management practices to retain or treat the runoff from a storm event producing ¾-inch of rainfall within a 24-hour period. Therefore, the project would not substantially interfere with groundwater recharge.

In addition, there would be no depletion of groundwater supplies or levels since no groundwater interception or withdrawal is proposed as part of the project. The proposed project would use municipal water sources during both construction and operation.

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 substantial erosion or siltation on- or off-site?

No Impact. The project site is located in a highly urbanized area within the City of Compton. There are no natural watercourses on the project site. Current stormwater runoff flows to the local storm drain during a storm event.

The project would be required to prepare a SWPPP and implement BMPs to reduce runoff and preserve water quality during construction of the proposed project. Further, the project would be required to implement an LID Plan during the project's operation, which would reduce the amount of surface water runoff leaving the project site after a storm event. The LID Plan would require the implementation of stormwater best management practices to retain or treat the runoff from a storm event producing ¾-inch of rainfall in a 24-hour period. Therefore, the project would not result in an impact in relation to substantial erosion or siltation on- or off-site.

(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite

Less Than Significant. Implementation of the proposed project is not anticipated to substantially change the drainage pattern on the project site. As discussed above, the project would implement both a SWPPP and an LID Plan and would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or –off-site. As such, impacts would be less than significant.

(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

Less Than Significant. Implementation of the proposed project is not anticipated to substantially change the drainage pattern on the project site. As discussed above, the project would implement both a SWPPP and an LID Plan and would not substantially increase the rate or amount of surface runoff in a manner that would exceed the capacity of existing or planned drainage systems. As such, impacts would be less than significant.

(iv) impede or redirect flood flows?

Less Than Significant. The project site is in an area of minimal flood risk (Zone X) and is not located within a 100-year flood zone, as mapped by FEMA.[14] Therefore, the proposed project would not involve the development of new housing and/or structures within an identified 100-year flood hazard area. Impacts would be less than significant.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. The project site is not located within a coastal area, and no water bodies are on or adjacent to the project area that would impact future projects due to a seiche. Therefore, there would be no impact.

Due to its inland location, the project site is not susceptible to tsunamis. Therefore, there would be no impacts in this regard.

In addition, given the developed nature of the project area, there are no features adjacent to the project area capable of inundating the site by mudflow. Thus, no impacts are anticipated with regard to the inundation by seiche, tsunami, or mudflow.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant. Potential pollutants generated by the project would be typical of residential and commercial land uses and may include sediment, nutrients, pesticides, pathogens, trash and

14 FEMA Flood Insurance Rate Map No. 06037C1815F, effective as of 09/26/2008. Accessed October 2020 online at: https://msc.fema.gov/portal.

debris, oil and grease, and metals. The implementation of BMPs required by the LID Ordinance would target these pollutants that could potentially be carried in stormwater runoff. Implementation of the LID measures on the project site would result in an improvement in surface water quality runoff as compared to existing conditions. As such, the project would not conflict with or obstruct any water quality control plans. With compliance with existing regulatory requirements and implementation of LID BMPs, the project would not conflict with or obstruct implementation of a water quality control plan or a sustainable groundwater management plan. Impacts would be less than significant.

11. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☒	☐

Impact Analysis:

a) Physically divide an established community?

No Impact. A significant impact may occur if the project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures.

The project would construct a multi-block mixed-use development which would include a bridge over Willow Avenue. The building would have a maximum height of 85 feet, not including hidden rooftop mechanical equipment. The project site is currently developed and does not serve to connect any existing communities. The project would not include the construction of any new off-site infrastructure, such as buildings or roads that would physically divide the surrounding established community. Rather, the proposed project would involve significant improvements to the project site, including amenities that would encourage pedestrian and public interaction with the project site and with the surrounding neighborhood.

Operation of the proposed project would also include the street vacation of Willow Avenue. However, Willow Avenue would not be vacated to emergency vehicular traffic and would include collapsible bollards to allow for emergency vehicle access. While Willow Avenue will be closed to non-emergency vehicles through the project site, the plaza will encourage public pedestrian movement and interaction with the public along Compton Boulevard and Willow Avenue. Twenty-four-hour public access will be available along all sidewalks and in Willow Plaza, including the connection between Compton Blvd. and

Willow Avenue. Therefore, the project will not have an impact on the physical division of an established community.

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?

Less Than Significant. The project site is surrounded predominantly by urban commercial; parking; and low, medium, and high-density residential land uses. Per the City of Compton 2030 General Plan Map, the site falls under the General Commercial Land Use Designation. Per the City of Compton Zoning Map, the site is zoned as CL Zone – Limited Commercial. This use provides for general retail and service commercial uses. As part of the approval of this project, the General Plan Land Use Diagram will be amended to a "Specific Plan" designation and the Zoning Map will be amended to a "Specific Plan" zone. The 501/601 E. Compton Blvd. Specific Plan will define all permitted uses and development standards for the site.

Table 3.0-5, Project Consistency with the Draft City of Compton 2030 General Plan Elements shows the proposed project's consistency with relevant elements of the 2030 General Plan.

Table 3.0-5
Project Consistency with Draft 2030 City of Compton General Plan Elements

2030 General Plan Goal/Policy	Project Consistency
Land Use Element	
Goal 1: Revitalize Compton, and create a safe, attractive, desirable community which attracts new businesses and residents of all income ranges.	Consistent. The proposed project would develop a mixed-use development that would include 300 residential units, over 7,000 square feet of retail uses, a pedestrian plaza, and the Compton Innovation Hub and Creative Studios. Furthermore, the development would set aside 60 units (20 percent) as affordable units.
Policy 1.6: Promote quality design in new development projects.	Consistent. The proposed project would include a pedestrian plaza, open space and landscaping, and lighting.
Policy 1.8: Use specific plans and similar planning approaches as means to focus revitalization efforts on.	Consistent. The development project is a specific plan which focuses the City's revitalization efforts.
Urban Design Element	
Goal 1: Improve the City's image and appearance through a combination of	Not Applicable. This goal directs the City on improving image and

design guidelines and regulations, public investment, and private incentives.	appearance. While not directly applicable to the project, the proposed project could be considered a part of an overall effort to revitalize specific sites.
Goal 2: Eliminate blighting conditions and neighborhood deterioration Citywide to achieve an improved urban environment.	Consistent. The project would develop a site which includes vacant structures that are partially demolished.
Policy 2.3: Encourage mixed use residential and retail/service commercial developments along Compton and Rosecrans Boulevards and Wilmington Avenue.	Consistent. The proposed project would construct a mixed-use development along Compton Boulevard.
Housing Element	
Goal 4: The City of Compton will encourage development of a viable urban community consistent with orderly growth and environmental conservation to provide suitable living environments, with access to employment, community facilities, and services.	Consistent. The proposed project would develop a mixed-use development, consisting of residential uses, retail uses, a pedestrian plaza, and the Compton Innovation Hub and Creative Studios. The site is located in the center of Compton with access to employment and retail centers and light rial transit. The proposed project also includes open space and landscaping as well as sustainability features.
Circulation Element	
Goal 6: Encourage bicycle and pedestrian routes between residential neighborhoods and the schools, local commercial areas, and other uses serving the immediate neighborhood.	Consistent. The project includes streetscape improvements and bicycle parking on-site to encourage pedestrian and bicycle travel.
Policy 6.2: Allow for mixed-use developments which integrate residential and compatible non-residential uses, and ensure such developments incorporate features which facilitate bike use and pedestrian travel.	Consistent. The proposed project includes a mixed-use development, consisting of residential and retail uses, a pedestrian plaza, and the Compton Innovation Hub and Creative Studios. Furthermore, the project includes streetscape improvements and bicycle parking on-site to encourage pedestrian and bicycle travel.
Policy 6.5: Consider development of a pedestrian bridge across rail lines to link the civic center with nearby shopping centers.	Consistent. The proposed project would develop a mixed-use development, consisting of residential and retail uses, a pedestrian plaza,

	and the Compton Innovation Hub and Creative Studios. The project would generally encourage the overall use of pedestrian and bicycle facilities.

Source: City of Compton Draft 2030 General Plan URL:
http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=24243

The project would replace a vacant lot which was previously the site of older buildings which had themselves been vacant for many years. The development would be centered on a major public plaza at the current intersection of E. Compton Boulevard and Willow Avenue with public art, seating, and vegetation. A unique staircase with trees and vegetation will lead up along the Compton Boulevard side of the project to a green roof deck at the top. The development will also include several different massing modules and frontage planes, creating a unique and modern statement about Downtown Compton.

Massing and views from the project are intended to focus all activity away from the residential neighborhood to the north, which is zoned RH (Residential High Density) and is one of the City's densest. Willow Avenue will be closed to prohibit vehicles accessing the project. The project is an example of downtown transit-oriented development which places a high density of residences, amenities, and jobs within walking distance of the Metro A Line (Blue), which provides access for people of all incomes and abilities to the greater Los Angeles region.

It introduces the first major job center in Downtown Compton since the construction of the Civic Center in the 1970's. The 40,000 square foot Innovation Hub has been planned specifically with the goal of creating employment, entrepreneurship, and business development opportunities for Compton's leaders in cultural industries including art, film and music, as well as technology. This has the potential to reverse the trends in place over the past decades in which Compton has gained worldwide recognition because of artistic talent yet has seen profits flow elsewhere because there has not been a business infrastructure for the production and distribution of creative content.

12. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Impact Analysis:

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?

No Impact. A significant impact would occur if the proposed project would result in the loss of availability of a known mineral resource of regional or statewide value. The project site is not zoned for oil extraction and drilling, or mining of mineral resources.[15] According to the City of Compton General Plan, the State Division of Mines and Geology has not designated any lands in Compton as a classified mineral resource deposit area. Due the urban nature of Compton, it is unlikely that mineral resources will be discovered and utilized in the future. The project would not involve any oil or mineral extraction activities. Therefore, development of the project would not result in the loss of availability of a mineral resource that would be of value to the residents of the state or a locally-important mineral resource, or mineral resource recovery site, as delineated on a local general plan, specific plan, or land use plan. Thus, no impact associated with mineral resources would occur.

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?

No Impact. As noted above, according to the City of Compton General Plan, there are no areas in the City that are classified as mineral resource deposit areas. The project would not involve oil or mineral extraction activities. No impact would occur.

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15 Sites with known mineral resources are generally known as Mineral Resource Zones (MRZ), as classified by the California Geological Survey (CGS).

13. NOISE & VIBRATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	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?	☐	☒	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
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	☐	☐	☐	☒

Impact Analysis:

The following analysis is based partially on the Noise and Vibration Impact Assessment Report prepared for the project by Impact Sciences in November 2020 and contained herein as Appendix F.

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant with Mitigation.

Construction Impacts

Temporary On-Site Construction Activity Noise

Noise levels would generally peak during demolition and grading phases, when diesel-fueled heavy-duty equipment like excavators and dozers are needed to move large amounts of debris or dirt. This equipment is mobile in nature and does not always operate at in a steady-state mode full load, but rather powers up and down depending on the duty cycle needed to conduct work. As such, equipment is occasionally idle during which time no noise is generated by that equipment. Equipment will often operate away from off-site receptors, as mobile equipment generally does not operate continuously in one place.

During other phases of construction (e.g., site preparation, paving, building construction), noise impacts are generally lesser than during demolition and grading because they are less reliant on using heavy equipment with internal combustion engines. Smaller equipment such as forklifts, generators, and various powered hand tools and pneumatic equipment would generally be utilized. Off-site secondary noises would be generated by construction worker vehicles, vendor deliveries, and haul trucks.

As shown on **Table 3.0-6, Construction Noise Impacts at Off-Site Sensitive Receptors (without Mitigation),** when considering ambient noise levels, the use of multiple pieces of powered equipment simultaneously could increase noise by up to approximately 12.7 dBA L_{eq} at the closest residences on Spring Avenue adjacent to the project site and an increase of up to approximately 5.4 dBA at the residences along Santa Fe Avenue. These estimated construction noise levels would exceed the City's significance threshold of 5 dBA. However, **Mitigation Measure NOISE-1** requires the use of temporary sound barriers along the northern property lines during the project's construction phase and would reduce the project's construction noise levels to below the City's significance threshold. Therefore, with mitigation, the project's on-site construction noise impact would be less than significant.

Table 3.0-6
Construction Noise Impacts at Off-Site Sensitive Receptors (without Mitigation)

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Increase (dBA L_{eq})	Potentially Significant?
1. Residence – Spring Avenue	70.8	58.3	71.09	12.7	Yes
2. Residence – Santa Fe Avenue	67.4	63.5	68.9	5.4	Yes
3. Lifeline Education Charter School	52.1	66.8	66.9	0.1	No
4. Residence – Willow Avenue	59.0	56.7	61.0	4.3	No

Source: Impact Sciences, 2020.

Mitigation Measure:

MM-NOISE-1: Temporary noise barriers shall be installed along the northern perimeter of the project site. The barrier shall consist of K-rail with one-inch plywood fencing on top, at least 3 meters (9.8 feet in height) and not have any gaps or holes between the panels or at the bottom. The supporting structure shall be engineered and erected in order to comply with Compton Municipal Code noise requirements.

As shown in **Table 3.0-7, Construction Impacts at Off-Site Sensitive Receptors (with Mitigation)**, implementation of Mitigation Measure NOISE-1 would reduce noise exposure of sensitive receptors below a 5 dBA Leq incremental increase. As a result, construction noise impacts would be considered less than significant with mitigation.

Table 3.0-7
Construction Noise Impacts at Off-Site Sensitive Receptors (with Mitigation)

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Increase(dBA L_{eq})	Potentially Significant?
1. Residence – Spring Avenue	61.3	58.3	63.1	4.8	No
2. Residence – Santa Fe Avenue	58.6	63.5	64.7	1.2	No
3. Lifeline Education Charter School	51.9	66.8	66.9	0.1	No
4. Residence – Willow Avenue	59.0	56.7	61.0	4.3	No

Source: Impact Sciences, 2020.

Temporary Off-Site Construction Activity Noise

Construction haul trucks would generate noise off-site during site demolition. This would include removal of materials from the project site, base materials, and demolished materials. While this vehicle activity would increase ambient noise levels along the haul route, ambient noise levels would not be expected to significantly increase ambient noise levels by 3 dB(A) or greater at any noise sensitive land use. Studies have shown that a 3 dB(A) increase in sound level pressure is barely detectable by the human ear. A 3 dB(A) increase in roadway noise levels requires an approximate doubling of roadway traffic volume, assuming that travel speeds and fleet mix remain constant.[16] The Traffic Impact Analysis completed for the project shows that the segment on Compton Blvd between Alameda Ave (east) and Santa Fe Ave has a traffic volume of approximately 1,578 vehicles during the A.M. peak hour, and 1,682 vehicles during the P.M. peak hour.[17] The grading period is estimated to have a total of 2,301 hauling trips (including trips to and from the site) over a 185 day period, averaging about 13 trips per day. The addition of 247 passenger car equivalency (PCE) trips to local roadways would account for 15.7 percent of the A.M. peak hour traffic volume or 14.7 percent of the P.M. peak hour traffic volume. Since it would take a doubling of roadway traffic volume to increase noise levels by 3 dB(A), the addition of haul trucks

16 California Department of Transportation, Technical Noise Supplement to the Traffic Noise Protocol. September 2013.

17 Iteris, Inc. 2020. 501/601 E. Compton Blvd Specific Plan Focused Traffic Impact Analysis.

from the project would not increase traffic to levels capable of producing 3 dB(A) ambient noise increases and there would be no perceptible increase in noise due to the addition of haul trucks.

Operation Impacts

Permanent Operational Traffic Noise

As discussed above, a 3 dB(A) increase in roadway noise levels requires an approximate doubling of roadway traffic volume, assuming that travel speeds and fleet mix remain constant. A 3 dB(A) noise level increase is the minimum noise level increase required for a human to perceive a change in ambient noise.

Traffic volumes in the project area were obtained from the traffic impact analysis prepared for the proposed project (See Appendix G). Trip generation information for the proposed project was added to peak hour traffic volumes to determine whether traffic increased enough to result in an audible noise level increase. The Traffic Impact Analysis completed for the project shows that the segment on Compton Blvd between Alameda Ave (east) and Santa Fe Ave has a traffic volume of approximately 1,578 vehicles during the A.M. peak hour, and 1,682 vehicles during the P.M. peak hour. For this segment (Compton Blvd between Alameda Ave (east) and Santa Fe Ave), the traffic study showed that the proposed project would add approximately 44 A.M. peak hour trips and 71 P.M. peak hour trips. The project's addition of approximately 44 A.M. peak hour trips and 71 P.M. peak hour trips would cause an increase of 2.79 percent for the A.M. peak hour and 4.22 percent for the P.M. peak hour traffic volumes. This increase in traffic volumes compared to current traffic counts and is not significant enough to cause an audible noise increase in traffic noise since it takes a doubling of traffic to increase noise levels to a perceptible degree.

Permanent Operation Stationary Noise

During project operation, the project would include stationary noises from sources associated with building operations, such as heating, ventilation, and air conditioning (HVAC) systems, as well as vehicle parking. Large ground-level HVAC systems typically generate noise levels between 50 and 65 dB(A) at 50 feet. Rooftop mounted equipment typically produces noise levels of up to approximately 56 dB(A) at 50 feet. The proposed project is anticipated to utilize rooftop mounted HVAC equipment. The nearest receptors would be located approximately 15 feet away. The elevation of this noise source and the presence of a roof edge create an effective noise barrier that reduces noise levels from rooftop HVAC units by 8 dBA or more.[18] Therefore noise from the

18 City of Moreno Valley, Moreno Valley WalMart Noise Impact Analysis, Table 901. February 10, 2015.

HVAC system would cause a maximum noise level of 58.5 dB(A) Leq. Adding to an existing ambient noise level of 58.3 dB(A) would create a new ambient noise level of approximately 61.4 dB(A). This would result in a maximum noise level increase of approximately 3.1 dB(A) Leq. This is below the threshold of a 5 dB(A) increase in ambient noise levels and would not cause any nearby sensitive land use to exceed the normally acceptable level of noise identified in **Table 3.0-7**. Therefore, on-site HVAC noise would result in a less than significant impact.

Parking noise typically generates noise levels of approximately 60 dB(A) at 50 feet. Commercial parking for the proposed project would occur in a small above-grade garage on the first three levels of the building in the northern part of the 601 block of Compton Boulevard. This garage includes 111 parking spaces and is accessed from Santa Fe Avenue. The closest receptors would be residential uses to the north located approximately 20 feet away. Receptors located to the north would experience a noise level increase of approximately 1.6 dB(A) when vehicles enter the garage and are exposed to parking noise from the proposed project. This is below the threshold of a 5 dB(A) increase in ambient noise levels and would not cause any nearby sensitive land use to exceed the normally acceptable level of noise identified in **Table 3.0-7**. Therefore, parking noise would result in a less than significant impact.

Residential parking would be located in a below-grade garage with and therefore would not be anticipated to cause noise impacts on any adjacent sensitive receptors.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant.

Construction Activity Vibration

The Federal Transit Administration provides ground-born vibration impact criteria with respect to building damage during construction activities. PPV, expressed in inches per second, is used to measure building vibration damage. Construction vibration damage criteria are assessed based on structural category (e.g. reinforced-concrete, steel, or timber). FTA guidelines consider 0.2 inch/sec PPV to be the significant impact level for non-engineered timber and masonry buildings. Structures or buildings constructed of reinforced concrete, steel, or timber have a vibration damage criterion of 0.5 inch/sec PPV pursuant to FTA guidelines.[19]

19 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*. September 2018.

Groundborne vibration generated by construction activities associated with the proposed project would affect both on- and off-site sensitive uses located in close proximity to the project site. As shown in **Table 3.0-8, Vibration Source Levels for Construction Equipment**, vibration velocities could range from 0.003 to 0.089 inch/sec PPV at 25 feet from the source activity, with corresponding vibration levels (VdB) ranging from 58 VdB to 87 VdB at 25 feet from the source activity, depending on the type of construction equipment in use.

Table 3.0-8
Vibration Source Levels for Construction Equipment

	Approximate PPV (in/sec)					Approximate RMS (VdB)				
Equipment	**25 Feet**	**50 Feet**	**60 Feet**	**75 Feet**	**100 Feet**	**25 Feet**	**50 Feet**	**60 Feet**	**75 Feet**	**100 Feet**
Large Bulldozer	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Caisson Drilling	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded Trucks	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018.

Table 3.0-9, Vibration Levels at Off-Site Sensitive Uses from Project Construction - Unmitigated, shows the vibration velocity and levels that would occur at these nearby buildings and structures during construction at the project site. It should be noted that none of these buildings are considered historic and are thus evaluated as non-engineered timber and masonry buildings.

The vibration velocities predicted to occur at the nearest receptors located 15 feet from the nearest project site boundary would be 0.191 in/sec PPV. All receptors are considered to be a non-engineered timber or masonry building and would not experience a PPV groundborne vibration level that exceed the FTA 0.2 in/sec PPV threshold. Therefore, vibration impacts associated with building damage due to construction activities would result in a less than significant impact. No mitigation is required.

Table 3.0-9
Vibration Levels at Off-Site Sensitive Uses from Project Construction - Unmitigated

Sensitive Uses Off-Site	Distance to Project Site (ft.)	Receptor Significance Threshold PPV (in./sec)	Estimated PPV (in/sec) [a]
1. Residence - Spring Ave	15	0.2	0.191
2. Residence – Santa Fe Ave	15	0.2	0.191
3. Lifeline Education Charter School	450	0.2	0.001
4. Residence – Willow Ave	205	0.2	0.003

Source: Impact Sciences, Inc. 2020

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?

No Impact. The project site is not in the vicinity of a private airstrip or airport land use plan. Likewise, the project site is not located within an airport land use plan or within two miles of a public airport or public use airport. As such, the project would not expose people residing or working in the project area to excessive airport-related noise levels. No impact would occur from the proposed project and no further analysis is required.

14. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial unplanned 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)?	☐	☐	☒	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Impact Analysis:

a) Induce substantial unplanned 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. The project site is located within the jurisdiction of SCAG. SCAG's mandated responsibilities include development of plans and policies with respect to the region's population growth, transportation programs, air quality, housing, and economic development. Specifically, SCAG is responsible for preparing the Regional Housing Needs Assessment (RHNA), in coordination with other population employment, and housing projects for the regions and its subdivisions. In 2020, SCAG's Regional Council adopted the Connect SoCal Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS). The Connect SoCal Plan presents the transportation visions for the region from 2020 to 2045 and provides a long-term investment framework for addressing the region's transportation and related challenges. It also includes projections of population, households, and employment through the horizon year.

The proposed project would result in the development of 300 residential units. The Connect SoCal Plan (2020-2045 Regional Transportation Plan) estimates that Compton's residential population will grow to 103,100 people in 2045, an increase of 3,100 residents over 2016 conditions. SCAG estimates an average household size of 3.1 persons per dwelling unit as of 2016. Based on this

conservative estimate, the project would result in approximately 930 new residents, approximately one-third of the expected citywide growth by 2045. [20]

The current 6th cycle Draft RHNA allocates a minimum of 1,001 dwelling units for the City of Compton, including 235 units for very low-income households and 121 units for low-income households. The project would provide 300 residential units, including 58 (20 percent) affordable units. As such, the proposed project will generate a third of the City's minimum required dwelling units as well as a quarter of the City's minimum required low-income housing units. The project would also meet a growing demand for housing near jobs and transportation centers, consistent with state, regional, and local regulations designed to reduce vehicle miles traveled and greenhouse gas emissions while increasing public transit usage. The City of Compton is currently preparing a Transit Oriented Development Specific Plan to transform the Compton Transit Station area into a vibrant mixed-use village with access to enhanced public space. The proposed project will place residential, retail, and office land uses near the Metro A line (Blue line), which will further the City's overall goal of transforming this area.[21] While operation of the project will result in population growth within the area, the proposed project is in line with the City's population and housing requirements and overall goal to transform this area of Compton. Therefore, impacts would be less than significant.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. A significant impact would occur if the proposed project would displace a substantial quantity of housing units. The project site is not occupied by any housing units. No impact would occur.

20 SCAG. *Connect SoCal: Demographics and Growth Forecast Technical Report*. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579,

21 City of Compton. *Compton Station Specific Plan*. Available online at: http://www.comptoncity.org/depts/cd/projects/compton.asp.

15. PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project 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?	☐	☐	☒	☐
ii. Police protection?	☐	☐	☒	☐
iii. Schools?	☐	☐	☒	☐
iv. Parks?	☐	☐	☒	☐
v. Other public facilities?	☐	☐	☒	☐

Impact Analysis:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered government 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 following public services:

i) Fire protection?

Less Than Significant. A significant impact would occur if the Compton Fire Department (CFD) could not adequately serve the proposed project, necessitating a new or physically altered station. The project site is approximately equidistant from Compton Fire Station 1 and Station 2, located 0.6 miles west and northeast, respectively. CFD responds to an average of 10,000 emergency calls per year, approximately 75 percent of which are for emergency medical services. The department's average response time is 4 minutes and 30 seconds.[22] In 2018, the total number of national fire

22 Compton City. *Fire Department*. Available online at: http://www.comptoncity.org/depts/fire/default.asp, accessed October 14, 2020.

department calls was approximately 36,746,500 calls.[23] The National Fire Protection Agency has set the goal that the first engine should arrive on scene within 240 seconds (4 minutes) for 90% of responses.[24]

The project is a seven-story, 85 feet in height structure that would result in an increase of 300 residential units, resulting in an estimated 930 new residents. The increase in residents would increase the number of emergency calls and demand for CFD fire and emergency services. The population of Compton is approximately 95,605 people[25], therefore each citizen makes approximately 0.105 calls to CFD per year. An additional 930 residents would increase the calls to CFD by 97.65 calls per year. To maintain the level of fire protection and emergency services, CFD may require additional fire personnel and equipment. However, the CFD's Fire Prevention Bureau will review building plans to ensure compliance with fire and life safety codes. Further, consistent with the California Building Code, the project will be required to include an automatic sprinkler system.[26] Therefore, given that there are two existing fire stations in close proximity to the project site, it is not anticipated that there would be a need to build new or expanded fire stations to serve the proposed project and maintain acceptable response times or other performance objectives for fire protection. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, CFD can shift resources to meet local demands for fire protection and emergency services.

As discussed in Chapter 9, *Hazards and Hazardous Materials* (Section f), with implementation of HAZ-5, the proposed project would neither create capacity or service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, the proposed project would result in a less than significant impact.

ii) Police protection?

Less Than Significant. The Los Angeles County Sheriff's Department (LASD) is responsible for providing police protection services to the project site. A significant impact may occur if the LAPD

23 National Fire Protection Association. *Fire Department Calls*. Available online at: https://www.nfpa.org/News-and-Research/Data-research-and-tools/Emergency-Responders/Fire-department-calls.

24 National Fire Protection Association. *NFPA 1710*. Available online at: https://www.nfpa.org/Codes-and-Standards/ARCHIVED/Safer-Act-Grant/NFPA-1710.

25 US Census Bureau. 2019. *Quickfacts Campton City, California.* Available online at: https://www.census.gov/quickfacts/comptoncitycalifornia.

26 California Building Code. *Section 903: Automatic Sprinkler System*.

could not adequately serve a project, necessitating a new or physically altered station. A significant impact would occur if the Los Angeles County Sheriff's Department (LASD) could not adequately serve the proposed project, necessitating a new or physically altered station. The LASD provides general law enforcement services to 42 contract cities, 141 unincorporated communities, 216 facilities, hospitals, and clinics located throughout the County, nine community colleges, Metropolitan Transit Authority, and 37 Superior Courts. The LASD's average response time for an emergency, priority, and routine calls are approximately 2 minutes and 54 seconds, 7 minutes and 30 seconds, and 43 minutes and 12 seconds, respectively.[27] The LASD employs approximately 18,000 people, including 9,972 sworn officers in 2015, and answers approximately 1.2 million calls per year amongst approximately 3 million people.[28, 29] As a result, there are approximately 300.84 people per sworn officer.

The proposed project would result in an increase of 930 new residents and will increase demand for police service. Specifically, the project will increase the amount of people per sworn officer from 300.84 to 300.94 people per sworn officer. The project site and surrounding area are currently served by the Compton Station of LASD, located at 200 West Compton Boulevard, approximately 0.5 miles west of the project site. The proposed project would include adequate and strategically positioned functional and thematic lighting to enhance public safety. Twenty-four-hour public access will be available along all sidewalks and in Willow Plaza, including the connection between Compton Blvd. and Willow Avenue. The Innovation Hub, retail, and residential components of the of the development, however, will all be separated from an access point of view. Entrances into the residential area, apart from the lobbies will have access controlled through gates or other mechanisms. The building and layout design of the buildings would also include crime prevention features, such as downward-directed lighting along all project edges and in all public spaces. A six-foot solid masonry wall will divide the project site from neighboring properties and trees will be planted along this wall on the majority of the property line. Additionally, the project residents would be able to monitor suspicious activity at the building entry points. These preventative and proactive security measures would decrease the amount of service calls to the LASD.

As discussed in Chapter 9, *Hazards and Hazardous Materials* (Section f), with implementation of HAZ-3, and given the project's design features aimed to increase safety, it is not anticipated that there would be a need to build a new or expanded police station to serve the proposed project and

27 https://local.nixle.com/alert/5660482/.

28 Los Angeles Sheriff's Department. *2018 Year in Review*. Available online at: https://www.lasd.org/pdfjs/publications/2018-YIR-VIEW2.pdf.

29 Los Angeles Almanac. *Los Angeles County Sheriff Department*. Available online at: http://www.laalmanac.com/crime/cr67.php.

maintain acceptable response times or other performance objectives for police protection. Therefore, the project would result in a less than significant impact.

iii) Schools?

Less Than Significant. The project site is located within the boundaries of the Compton Unified School District (CUSD). A significant impact would occur if the proposed project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The proposed project would result in a net increase of 300 residential units, which has the potential to exponentially increase enrollment at schools that serve the area. However, development of the proposed project would be subject to California Government Code Section 65995, which would allow CUSD to collect impact fees from developers of new residential and commercial space. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities. Therefore, the proposed project would result in a less than significant impact to public schools.

iv) Parks?

Less Than Significant. A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Compton Parks and Recreation Department is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. According to the City of Compton General Plan, the Compton Recreation Department oversees fourteen local parks totaling almost 60 acres. The National Recreation and Parks Association recommends five acres of parkland for every 1,000 residents. However, the Quimby Ordinance enable cities in California with standards of 3 acres per 1,000 residents to assess new developments an impact fee for park development. Given that the City's population was approximately 100,000 residents in 2016, the City is experiencing a park deficit.[30]

The proposed project would result in an increase of approximately 930 residents. Based on census data for Compton, it is assumed that approximately 74 residents would be children five years of age or younger.[31] Wilson Park, a 3.9-acre park featuring a picnic area, skate park, recreation rooms, and gymnasium, is located less than 500 feet west of the project site. While the proposed use can

30 City of Compton. *Draft Compton General Plan 2030, Section 5.0 Conservation, Open Space, and Recreation Element.* Available online at: http://www.comptoncity.org/civicax/filebank/blobdload.aspx?blobid=24236.

31 U.S. Census Bureau. *QuickFacts – Compton City, California.* Available online at: https://www.census.gov/quickfacts/fact/table/comptoncitycalifornia/PST040219.

have the potential to increase demand for parks and recreation facilities, on the nearby parks, the project is providing 38,200 square feet of total open space, including 13,000 square feet of publicly accessible open space to assist in offsetting the need for public park space. This usable open space on the site would help alleviate usage of the City's existing park system. Therefore, the proposed project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities. Accordingly, the proposed project would result in a less than significant impact on park facilities.

v) Other Public Facilities?

Less Than Significant. A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts.

The need for public library services is generally calculated based on permanent population in a given area. The proposed project would result in an increase of 930 residential units. The proposed project site lies approximately 0.5 miles east of the Compton Public Library and 1.3 miles northwest of the East Rancho Dominguez Library. Due to the increase in population, the proposed project has the potential to increase demand for library services and resources of the Los Angeles County Public Library System.

However, the proposed project will create other public benefits to offset library use. For example, the proposed project will include a virtual museum and flex space to highlight the talents and creatives that have come from Compton. The flex space will also provide technology components that enable networking events, presentations, small screenings, live performances, collaborative discussions and informal meetings. The Hub will include stages, conference and collaboration rooms, quiet space/flexible working rooms, etcetera. As a result, by providing public work space and a museum, the proposed project fulfills many features that a library provides the public. Therefore, while the proposed use can have the potential to increase demand for library services and resources of the Los Angeles County Public Library System, the increase will not be substantial. Due to the proposed uses available to the public, the proposed project would not create substantial capacity or service level problems that would require the provision of new or expanded public facilities in order to maintain an acceptable level of service for libraries and other public facilities. Therefore, the proposed project would result in a less than significant impact on other public facilities.

16. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	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?	☐	☐	☒	☐
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?	☐	☐	☐	☒

Impact Analysis:

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. According to the City of Compton General Plan, the Compton Recreation Department oversees fourteen local parks totaling almost 60 acres.[32] The National Recreation and Parks Association recommends five acres of parkland for every 1,000 residents. However, the Quimby Ordinance enable cities in California with standards of 3 acres per 1,000 residents to assess new developments an impact fee for park development. Given that the City's population is approximately 100,000 residents in 2016, the City is experiencing a park deficit.[33]

The City of Compton Parks and Recreation Department is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in an increase of 300 residential units. While the proposed use can have the potential to increase demand for parks and recreation facilities, the increase will not be substantial. Moreover, the project is providing 38,200 square feet of total open space, including 13,000 square feet of publicly accessible open space. This usable open space on the subject site would help alleviate usage of the City's existing park system. Additionally, Wilson Park, a 3.9-acre park featuring a picnic area, skate park, recreation rooms, and gymnasium, is located less than 500

32 City of Compton. *Draft Compton General Plan 2030, Section 5.0 Conservation, Open Space, and Recreation Element.* Available online at: http://www.comptoncity.org/civicax/filebank/blobdload.aspx?blobid=24236.

33 City of Compton. *Draft Compton General Plan 2030, Section 5.0 Conservation, Open Space, and Recreation Element.* Available online at: http://www.comptoncity.org/civicax/filebank/blobdload.aspx?blobid=24236.

feet west of the project site. The proposed project would meet the currently adopted requirements of the CMC through the provision of park space, on-site improvements, and/or, the payment of in-lieu fees. Therefore, the proposed project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities. Impacts 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?**

No Impact. The project does not include any recreational facilities, nor does it require construction or expansion of recreational facilities, such as recreation centers, leisure, or sports activities. Therefore, as the scope of the project does not include recreational facilities, no impacts would occur.

17. TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a plan, ordinance or policy addressing the performance of the circulation system, including transit, roadways, bicycle lanes and pedestrian paths?	☐	☐	☒	☐
b. For a transportation project, would the project conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(2)?	☐	☐	☒	☐
c. Substantially increase geometric hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☒	☐	☐

Impact Analysis:

The following analysis is based on the Transportation Impact Assessment Report prepared for the project by Iteris in February 2021 and contained herein as Appendix G.

a) Conflict with a plan, ordinance or policy addressing the performance of the circulation system, including transit, roadways, bicycle lanes and pedestrian paths?

Less than Significant Impact: The proposed project would not negatively affect the existing bus stop between Santa Fe Avenue and Willow Avenue, roadway features along Compton Boulevard, the existing Class II bicycle lanes along Compton Boulevard, and the sidewalks along Santa Fe Avenue, Compton Boulevard, Willow Avenue, and Spring Avenue adjacent to the project site, nor the designative classifications or standards in the City's Circulation Element. The project is consistent with Guiding Principles of Compton General Plan for Circulation: promote the development of vibrant, walkable "Main Street" districts on Compton Boulevard, Rosecrans Avenue, Central Avenue, and Alondra Boulevard; and take advantage of transit stations by increasing public investment in housing, jobs, and entertainment. Therefore, the proposed project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

b) For a transportation project, would the project conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(2)?

Less than Significant Impact: For development projects, the intent of this question is to assess whether a proposed project or plan adequately reduces VMT. CEQA analysis for determining potential significant transportation impacts uses a metric of vehicle miles traveled (VMT), the amount and distance of automobile travel attributable to a project. VMT is an area-wide performance measure which helps compare the overall performance of a project or project alternatives and is also used as a metric to ultimately assess the transportation environmental impacts of a project. The average VMT per capita and/or per employee of a development is compared to the citywide or regional average to determine potential significant impacts.

To facilitate implementation of SB 743, the Governor's Office of Planning and Research (OPR) developed a Technical Advisory on Evaluating Transportation Impacts under CEQA[34]. As the City of Compton does not currently have guidelines established that set local significance thresholds, metrics, screening criteria and analysis methodology for evaluating transportation impacts for projects within the City of Compton, OPR's Technical Advisory threshold was used to assess potential impacts. OPR recommends that a per capita or per employee VMT that is 15% below that of existing development be considered a reasonable threshold of significance. OPR finds that "…achieving 15% lower per capita (residential) or per employee (office) VMT than existing development is both generally achievable and is supported by evidence that connects this level of reduction to the State's emissions goals."

The average VMT per capita and/or per employee of the project was forecasted using the Southern California Association of Governments 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) travel demand model. The traffic analysis zone (TAZ) of the proposed project (21605000) is used to determine the base VMT level of the proposed project and reflects the general neighborhood-level VMT estimates. Additional project elements that would contribute to lowering VMT beyond the location and transportation system serving the Project site include the mixed-use internal capture of trips and proximity to transit services enabling active transportation. The results of this modeling were then compared to the citywide VMT averages.

In comparing the residential VMT per Capita and employment VMT per Employee of the project TAZ to the citywide average shows a lower-than-average residential VMT per capita and employment VMT per employee, as shown in **Table 3.0-10**. As shown below, the proposed project could generate 11.7 residential VMT per capita as compared to the 13.8 citywide average (a 15

[34] State of California Governor's Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018. URL: https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

percent reduction). The proposed project would generate 21.6 VMT per employee as compared to the 22.0 citywide average (a 2 percent reduction).

Table 3.0-10
Comparison of Project TAZ to Citywide Average

Metric	Residential VMT per Capita	Employment VMT per Employee
Project TAZ	11.7	21.6
Citywide Average	13.8	22.0
Percent Reduction	-15%	-2%

Source: Iteris 2021
Notes: TAZ = traffic analysis zone; VMT = vehicle miles traveled

CEQA Guideline Section 15064.3, subdivision (b)(1), states: "Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact." Close proximity to an existing major transit stop encourages residents to use alternative modes of transportation such as walking, biking, and transit thereby reducing potential VMT. Examples of additional VMT reduction strategies could include: on-site pedestrian network; on-site bicycle network; end of trip facilities; electrical vehicle charging stations; and bicycle parking.

The proposed project site is located approximately 0.42 miles from the Metro A Line (Blue) Compton Station, which provides light-rail service to Downtown Los Angeles and Downtown Long Beach. In addition, the project is located approximately 0.04 mile from the Compton & Willow bus stop for Metro Bus Lines 60, 125, 127, and 128.

The proposed Project is located within the High Quality Transit Areas (HQTAs) identified in the Southern California Association of Governments (SCAG) Region for plan year 2045, developed for the Final Connect SoCal (the 2020-2045 Regional Transportation Plan/Sustainable Communities

Strategy (RTP/SCS))[35]. SCAG's HQTA is within one-half mile from a "major transit stop" and a "high-quality transit corridor" and developed based on the language in SB375 and codified in the CA Public Resources Code. The definitions of a "major transit stop" and a "high-quality transit corridor" are as follows:

Major transit stop: A site containing an existing rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (CA Public Resource Code Section 21064.3). It also includes major transit stops that are included in the applicable regional transportation.

High-quality transit corridor (HQTC): A corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

In addition, the Project proposes to include up to 20 percent affordable housing. Per OPR guidance, adding affordable housing to infill locations generally improves jobs-housing match, in turn shortening commutes and reducing VMT.[36]Since the project is within ½ mile of an existing major transit stop along an existing high quality transit corridor (in a transit priority area), is of a mixed-use composition, includes up to 20 percent affordable housing, and is intended to be supportive of multimodal transportation networks, the project is presumed to cause a less than significant transportation impact, per CEQA Guidelines Section 15064.3, subdivision (b)(1). Thus, the project would not conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

c) Substantially increase geometric hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact: Two parking garages will be provided on the site. The western garage will serve residential uses only and provide vehicular access via a full access driveway off Spring Avenue. The eastern garage will serve commercial uses only, with vehicular access provided via a right-in/right-out driveway along Santa Fe Avenue. Driveway access will be designed to ensure no hazardous design features related to vehicle and pedestrian mobility (sharp

35 Southern California Association of Governments High Quality Transit Areas. URL: https://gisdata-scag.opendata.arcgis.com/datasets/43e6fef395d041c09deaeb369a513ca1_1?geometry=-118.259%2C33.890%2C-118.177%2C33.903

36 State of California Governor's Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018. URL: https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

curves, line of sight obstructions) are included. Thus, the project would not substantially increase hazards due to a geometric design feature or incompatible uses.

d) Result in inadequate emergency access?

Less than Significant Impact with Mitigation: As discussed in Chapter 9, *Hazards and Hazardous Materials* (Section f), with implementation of HAZ-5, the proposed project's potential to create a significant impact to adopted emergency response plans or emergency evacuation plans would be reduced to a less-than-significant levels. The north leg of the Willow Avenue at Compton Boulevard intersection will be closed within the footprint of the project site, with the north end of Willow Avenue entering the site parking garage and the south end converted to Willow Plaza, a pedestrian plaza with a midblock crosswalk connection across Compton Boulevard. Access to Willow Avenue would be from the current intersection at Palmer Street approximately 600 feet north of the project site. Palmer Street is parallel to Compton Boulevard and has a signalized intersection at Willow Avenue. Due to the alteration of the site and neighborhood, a Traffic Control Plan and Parking and Driveway Plan would be submitted to the City of Compton for review and approval prior to any temporary construction period or permanent road closures.

Mitigation Measure:

Mitigation Measure HAZ-5 A Traffic Control Plan and Parking and Driveway Plan would be submitted to the City of Compton for review and approval prior to any temporary road closures due to construction. Lane closures would be intermittent and temporary in nature and one lane of travel in each direction would be maintained throughout the construction period. Any permanent lane closures would meet all applicable code-required site access and circulation requirements, as well as code-required emergency access through consultation with the Compton Fire Department, BOE, and DOT with the City of Compton Planning Department.

18. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	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	☐	☐	☐	☒
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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

Impact Analysis:

The following analysis is based on the Cultural Resource Assessment Report prepared for the project by ASM Affiliates in November 2020 and contained herein as Appendix C.

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC 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

No Impact. As described in Section 5 Cultural Resources, a California Historical Resources Information System records search and a Sacred Lands File search were conducted for the project

site and the surrounding area. On October 28, 2020, Impact Sciences requested a search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF). The search result received on November 19, 2020, was negative; no tribal cultural resources were identified as a result of the records searches and no impacts would occur.

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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact. Approved by Governor Brown on September 25, 2014, Assembly Bill 52 (AB 52) establishes a formal notification and, when requested, consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources (TCRs), as defined in PRC Section 21074, as part of CEQA.

The City of Compton sent notification letters to a list of eight Native American contacts provided by the NAHC in compliance with AB 52 and Senate Bill (SB) 18 on October 13, 2020 and November 19, 2020 to advise them of the project and afford them the opportunity to engage in government-to-government consultation pursuant to the requirements of California AB 52. Tribes that were notified include the Santa Rosa Band of Cahuilla Indians, Soboba Band of Luiseno Indians, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrielino /Tongva Nation, Gabrielino Tongva Indians of California Tribal Council, Gabrielino-Tongva Tribe, Gabrieleño Band of Mission Indians – Kizh Nation, and Torres Martinez Tribe. At the time of preparation of this IS/MND, the City of Compton has received a request for consultation from the Tribal government of the Kihz Nation Gabrieleño Band of Mission Indians. The City of Compton met with the Kihz Nation Gabrieleño Band of Mission Indians on March 16, 2021 via teleconference to discuss the project; the City agreed to provide the Tribal Council with findings related to infill and consultation is on-going.

The geographic area of the project site is not known to contain any TCRs. As previously discussed under Section 5, the project site does not contain any known archaeological sites or archaeological survey areas. Therefore, impacts are less than significant.

19. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Impact Analysis:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?

Less Than Significant. A significant impact would occur if a project were to increase consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. Water is provided by the City of Compton Water Department; Los Angeles County provides sewer service to the proposed project area.

Water

The City of Compton Water Department is sourced partly from groundwater pumped via local municipal wells in the Central Groundwater Basin and from imported surface water contracted by the City through the Metropolitan Water District of Southern California (MWD). MWD's imported

water sources are a blend of State Water Project water from Northern California and water from the Colorado River Aqueduct. The City has court adjudicated water rights to pump approximately 70 percent of the City's water demand. The City utilizes eight ground water wells to pump potable water from a natural underground reservoir. The City also has three imported water connections that help supplement the City's water demands. According to the City's 2010 Urban Water Management Plan (UWMP), the City is confident that both water sources will be able to continue to meet the demands of the population within the next 20 years, in normal, single dry, and multiple dry year scenarios, as shown in Table 3.0-11, below.[37]

Table 3.0-11
City of Compton Water Demand Projections Based on Hydrological Conditions (AFY)

Hydrological Conditions	Year		
	2020	2025	2030
Average Year	9,798	10,121	10,455
Single Dry Year	9,847	10,172	10,497
Multi-Dry Year	9,916	10,273	10,612

AFY=acre-feet per year
Source: City of Compton. 2010. Urban Water Management Plan. Available online at: http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=25784#:~:text=City%20of%20Compton%20%E2%80%93%202010%20Urban%20Water%20Management,schedule.%20Specifically%2C%20the%20goals%20of%20this%20plan%20are%3A.

Buildout of the proposed project would create an increase in demand for water supplies compared to existing conditions on the project site. Water demand associated with the project would result from residential, retail, and offices uses. According to the CalEEMod output files provided in the Air Quality and Greenhouse Gas Technical Study, the proposed project would demand approximately 125,400 gallons of water per day, or 140 acre-feet per year (AFY).[38] The City of Compton Water Department projects that it will deliver approximately 8,327 AFY water by 2030, with excess demand being met by MWD. As a result, the proposed project would demand a small fraction of the total water delivered within the City by 2030. Given that the City of Compton's water supply is generated by the City Water Department as well as MWD, the remaining capacity of both of these water suppliers would be sufficient for the project. The project would not require or result in the construction of new water treatment facilities or expansion of existing facilities. Furthermore, the project applicant shall be required to implement applicable CALGreen

37 http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=25784.
38 This includes indoor and outdoor water use.

requirements that would further reduce water flow. Impacts on water treatment facilities would be less than significant.

Wastewater

Wastewater generated in the City is collected via an existing 147.1-mile long system of sewer lines maintained by the City's Department of Public Works and Municipal Utilities' Street Maintenance Division. Wastewater collected from the City is conveyed to the Los Angeles County Sanitation Department's (LACSD) Joint Water Pollution Control Plant (JWPCP) located 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. Operation of the proposed project could increase the amount of wastewater that would need to be treated at the JWPCP.

The estimated increase in wastewater from the proposed project would be approximately 55,839 gallons per day (GPD), as shown in **Table 3.0-12**.

Table 3.0-12

Compton 501 – 601 Projected Wastewater Discharges

Land Use	Size (sf) or dwelling units	Generation Rates (GPD per 1,000 sf or du)	Total Wastewater Generation (GPD)
Commercial/Retail	8,919* sf	100	892
Office Building	44,787 sf	200	8,957
Residential	300 du	156	46,800
Total			**55,839**

Source: Los Angeles County Sanitation District Generation Factor (http://www.lacsd.org/civicax/filebank/blobdload.aspx?blobid=3531).
Note: Generation rate for a "Store" was used to estimate the waste generated from the proposed commercial land uses. du = dwelling unit; GDP = gallons per day; sf = square feet.
**7,734 square feet of retail space and 1,185 square feet of commercial service space.*

Per the 2008 Sewer Bond Main Replacement project, the City manages an ongoing effort to maintain and improve sewer infrastructure. The Sewer Master Plan outlines plans for the construction and replacement of new wastewater lines throughout the City and funds these projects through the City's Sewer Fund. Given the available capacity, the project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities. Impacts on wastewater treatment facilities would be less than significant.

Electric Power, Natural Gas, Telecommunications

The project site is located in a developed, urbanized portion of Compton that is served by existing electric power, natural gas, and telecommunications services. The availability of electricity depends on adequate general capacity of the grid and sufficient fuel supplies. Southern California Edison (SCE) estimates that electricity consumption within the SCE planning area will be approximately 124,287 GWh per year by 2027, after the project would already be fully operational. SCE expects to have adequate electricity supply and transmission capability to meet the needs of its customers well beyond 2027. The 2016 California Gas Report indicates that sufficient capacity exists in the utility network to meet future demand in Southern California. The total gas supply available in 2025 is estimated to be 2,456 million cubic feet per day; SoCal Gas anticipates it will have sufficient capability to meet future needs. Therefore, the project would not require the expansion of existing facilities or construction of new facilities. Additionally, operational efficiencies that reduce energy use and waste, as mandated by CALGreen building codes would be built into the project. As such, impacts on electric power, natural gas, or telecommunications facilities would be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Less Than Significant. The City's current 2010 UWMP assesses the reliability of identified water supplies during normal, single-dry, and multiple-dry water years. Because the majority of CWUD's supply is obtained via adjudicated groundwater rights, supply reliability is based largely on Metropolitan's reliability analysis to provide consistent water to the City. According to the 2010 UMWP, the City is confident that both water sources will be able to continue to meet the demands of the population within the next 20 years, in normal, single dry, and multiple dry year scenarios. During these years, the City of Compton is committed to reducing water demand during times of drought to conserve water and improve reliability.

According to the UWMP, in the single dry and multiple dry year scenarios, the amount of water available to be supplied to MWD's system decreases significantly due to increased temperatures, evapotranspiration rates, and a longer growing seasons. However, throughout those years, the groundwater supply available from the Central Basin is assumed to remain consistent, regardless of the water years. Although this results in using more water than is naturally replenished during these years, water reserves are available to provide a reliable source of water in the event of dry years. The only varying source is water through the MWD. However, the MWD 2010 UWMP

estimated that it would be able to meet all demands during normal, single dry, and multiple dry year scenarios in the next 25 years, through the use of stored surplus supplies.

In the event of single dry or multiple dry year scenarios, the City has also prepared a Water Shortage Contingency Plan to propose action the City can take during a water shortage to ensure continued water service. Therefore, the City of Compton Water Department will have sufficient water supplies to meet the project's capacity during normal, single dry, and multiple dry year scenarios. Therefore, the impact is less than significant.

c) Result in a determination by the waste water 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. As discussed in Impact a, the wastewater treatment provider has the capacity to serve the project's projected demand in addition to the existing commitments.

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?

Less Than Significant. A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills or generated solid waste more than state or local standards. The City of Compton's residential, commercial, and industrial land uses are services by Republic Services, LLC. Solid waste generated within the City is disposed of at privately owned landfill facilities throughout Los Angeles County. In compliance with Assembly Bill 939 (AB 939), the project would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the applicable landfill. Moreover, the City of Compton's Municipal Code §21-2 requires all construction and demolition waste generated at project within the City will achieve at least a 75% diversion of waste to landfills. Thus, only a fraction of the construction and demolition debris would end up in landfills. Finally, as discussed in Impact e, the proposed project would also comply with all federal, state, and local regulations related to solid waste. Therefore, impacts related to solid waste would be less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The California Integrated Waste Management Act of 1989 (AB 939) was the first recycling legislation in the country to mandate

recycling diversion goals. AB 939 required all California cities, counties and approved regional solid waste management agencies responsible to enact plans and programs to reduce waste disposal. Jurisdictions were required to meet diversion goals of 50 percent by the year 2000 and a statewide goal of 75 percent by 2020. In 2014, Los Angeles County prepared the Roadmap to a Sustainable Waste Management Future with goals to meet AB 939 as well as reaching 95 percent diversion from landfills by 2045.[39] The City of Compton's Municipal Code, Chapter 21 Integrated Waste Management requires all construction and demolition project to achieve at least a 75% diversion rate and requires the City to meet AB 939 diversion rates.[40]

The proposed project would be required to comply with all applicable regulations regarding solid waste disposal. The proposed project's potential impacts associated with federal, state, and local statutes and regulations related to solid waste would be less than significant.

39 County of Los Angeles Department of Public Works. 2014. *Roadmap to a Sustainable Waste Management Future*. Available online at: https://dpw.lacounty.gov/epd/Roadmap/PDF/Roadmap_Appendices.pdf.

40 City of Compton. *Chapter 21 Integrated Waste Management.* Available online at: https://ecode360.com/35618108#35617952.

20. WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Impact Analysis:

a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant with Mitigation Incorporated. Compton Boulevard is a designated disaster route in the General Plan Public Safety Element's Critical Facilities & Emergency Evacuation Map (Exhibit 3).[41] Disaster routes function as primary thoroughfares for movement of emergency response traffic and access to critical facilities. The Public Safety Element notes that the grid system in the City provides alternative routes in the event of street blockage, and the City's permit process ensures that new construction must provide turnarounds large enough for fire trucks.

The County of Los Angeles designates disaster routes throughout the County, which are utilized for evacuation purposes in emergency situations. There are no County disaster routes near or within the

41 City of Compton. General Plan 2030, Public Safety Element Critical Facilities & Emergency Evacuation Map. Available online at: http://www.comptoncity.org/civicax/filebank/blobdload.aspx?blobid=24237.

project. The closest disaster route is S. Long Beach Boulevard 0.5 mile east of the project site.[42] During construction of the project, potential lane closures along either E. Compton Boulevard, N. Willow Avenue, or N. Spring Avenue may occur in order to accommodate construction activities and the movement of construction machinery. However, lane closures would be intermittent and temporary in nature and one lane of travel would be maintained throughout the construction period.

As discussed in Chapter 9, *Hazards and Hazardous Materials* (Section f), with implementation of HAZ-3, the proposed project's potential to create a significant impact to adopted emergency response plans or emergency evacuation plans would be reduced to a less-than-significant levels.

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. The project site is located in an urban environment with low potential for wildfires on a relatively flat terrain surrounded by urban development on all sides. Public Resources Code § 4201 - 4204 and California Government Code § 51175-89 direct the California Department of Forestry and Fire Protection (CAL FIRE) to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. These zones, referred to as Fire Hazard Severity Zones (FHSZ), define the application of various mitigation strategies to reduce risk associated with wildland fires. The project area is not in or near a FHSZ as defined by CAL FIRE[43]. CAL FIRE has not made recommendations on Very High Fire Hazard Severity Zones for the City of Compton. As such, the project would have no impacts to the pollutant concentrations from a wildfire or uncontrolled spread of a wildfire.

[42] County of Los Angeles Department of Public Works. City of Compton Freeway Disaster Routes. June 2008. Available online at: https://dpw.lacounty.gov/dsg/DisasterRoutes/map/Compton.pdf

[43] California Department of Forestry and Fire Protection. *Fire Hazard Severity Zones in State Responsibility Areas*. November 7, 2007. Available online at: https://osfm.fire.ca.gov/media/6636/fhszs_map.pdf

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. The proposed project would connect to existing utilities that serve the project site. During construction, when relocation of existing utilities and installation of new utility connections occurs, minor interruptions to public utilities may occur; however, these interruptions would be short-term and temporary in nature. The relocation of any existing utilities is not anticipated to exacerbate fire risk when compared to existing conditions.

All internal driveways and sidewalk improvements would be built to code and, as such, would not exacerbate fire risk, or, in the unlikely event of a fire at the project site, hinder fire protection services from accessing the site.

Given the above, installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) at the project site is not anticipated to exacerbate fire risk or result in temporary or ongoing impacts to the environment.

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 stated above, the project site is located in an urban environment with low potential for wildfires. Furthermore, project site is in an area of minimal flood risk (Zone X) and is not located within a 100-year flood zone, as mapped by FEMA.[44]

Construction of the project would result in ground disturbing activities; however, the project would be required to prepare a SWPPP and implement BMPs to reduce runoff and preserve water quality during construction of the proposed project. Further, the project would be required to implement an LID Plan during the project's operation, which would reduce the amount of surface water runoff leaving the project site after a storm event. The LID Plan would require the implementation of stormwater best management practices to retain or treat the runoff from a storm event producing ¾-inch of rainfall in a 24-hour period.

44 *FEMA Flood Insurance Rate Map No. 06037C1815F, effective as of 09/26/2008. Accessed October 2020 online at: https://msc.fema.gov/portal.*

Given the above, the project would not 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.

MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☒	☐	☐
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)?	☐	☒	☐	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Impact Analysis:

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant with Mitigation Incorporated. As discussed in **Section 4, Biological Resources**, the project would not impact any endangered fauna or flora. Further, because of the highly urbanized nature of the project site and the surrounding area, construction and operation of the proposed project would not impact the habitat or population of the project site and the surrounding area, the project would not impact the habitat or population level of fish or wildlife species, nor would it threaten a plant or animal community, nor impact the range of a rare endangered plant or animal. As discussed in **Section 5, Cultural Resources**, potential impacts

related to historical and archaeological resources would be less than significant following the implementation of the regulatory compliance and mitigation measures.

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)?

Less Than Significant with Mitigation Incorporated. The potential for cumulative impacts occurs when the independent impacts of the project are combined with impacts from other development to result in impacts that are greater than the impacts of the project alone. Located within the vicinity of the project site are other past, current, and reasonably foreseeable projects whose development, in conjunction with that of the project, may contribute to potential cumulative impacts. However, based on the proceeding discussions, no unmitigatable significant impacts were identified for the environmental resources identified in this Initial Study. As the proposed project would not result in any unmitigated significant impacts, there would be no cumulative impacts.

c) Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant with Mitigation Incorporated. As identified throughout the analysis, the proposed project would have no unmitigatable significant impacts that would cause substantial adverse effects on human beings directly or indirectly. Impacts would be less than significant with mitigation.

APPENDIX A. AIR QUALITY AND GHG IMPACT ASSESSMENT REPORT

APPENDIX B. CONSTRUCTION CALCULATIONS

APPENDIX C. CULTURAL RESOURCES ASSESSMENT REPORT AND TRIBAL CORRESPONDENCE

APPENDIX D. GEOTECHNICAL INVESTIGATION REPORT

APPENDIX E. PHASE I AND PHASE II ENVIRONMENTAL ASSESSMENT REPORTS

APPENDIX F. NOISE AND VIBRATION IMPACT ASSESSMENT REPORT

APPENDIX G. TRANSPORTATION IMPACT ASSESSMENT REPORT

APPENDIX H. ARCHITECTURAL SITE PLANS

IV. LIST OF PREPARERS AND PERSONS CONSULTED

LIST OF PREPARERS

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IV. MITIGATION MONITORING AND REPORTING PROGRAM

1. INTRODUCTION

The California Environmental Quality Act (CEQA) requires that a Lead Agency establish a program to monitor and report on mitigation measures adopted as part of the environmental review process to avoid or reduce the severity and magnitude of potentially significant environmental impacts associated with project implementation. CEQA (Public Resources Code § 21081.6 (a)(1)) requires that a Mitigation Monitoring and Reporting Program (MMRP) be adopted at the time that the agency determines to carry out a project for which an Initial Study/ Mitigated Negative Declaration (IS/MND) has been prepared, to ensure that mitigation measures identified in the IS/MND are fully implemented.

2. MITIGATION MONITORING AND REPORTING PROGRAM DESCRIPTION

Compliance

The City of Compton will coordinate monitoring activities and document the implementation of mitigation measures. **Table 4-1: 501 and 601 Compton Boulevard Development Project Mitigation and Monitoring Reporting Program**, below, identifies the mitigation measures, the monitoring actions, the implementing entities, the responsible parties for monitoring actions, and the timing of mitigation actions. The entity identified as having implementing responsibility has the primary duty to execute the mitigation measures. The "applicant" shall refer to the entity seeking entitlements for development of the project in the project area. In some instances, this may require contracting for specialized consultant services. In instances where the implementing responsibility is shared between the City and construction contractors, the City would be responsible for ensuring that the mitigation requirements are implemented.

Field Monitoring of Mitigation Measures

Prior to the issuance of grading and building permits, while detailed development plans are being prepared for approval by City staff, City staff will be responsible for ensuring compliance with mitigation monitoring applicable to the project design phase.

During construction and following the project, the City's Department of Building and Safety will assign inspectors who will be responsible for monitoring the implementation of the mitigation measures. The inspectors will report to the City's Inspection Bureau Chief and will be thoroughly familiar with the mitigation measures in the MMRP. In addition, mitigation measures applicable during the construction phase will be included as notes on the Construction Plans (as appropriate), so that all contractors are

informed of the requirements. The inspectors will be familiar with construction contract requirements, schedules, standard construction practices, and mitigation techniques. The developer will be responsible for carrying out the mitigation measures, while the City will be responsible for monitoring of construction activities and reviewing construction plans and equipment staging/access plans to ensure conformance with adopted mitigation measures. The City will also have the authority to enforce mitigation measures by suspending particular construction activities.

Once construction has been completed, the City will monitor the project as necessary.

If any mitigation measures are not being implemented, the City may pursue corrective action. Penalties that may be applied include, but are not limited to, the following: (1) a written notification and request for compliance; (2) withholding of permits; (3) administrative fines; (4) a stop-work order; (5) criminal prosecution and/or administrative fines; (6) forfeiture of security bonds or other guarantees; and (7) revocation of permits or other entitlements.

Changes to Mitigation Measures

By adopting this Mitigation Monitoring and Reporting Program, the City Council is delegating limited authority to City staff to make changes to this document, subject to specific limitations. Any substantive change in the monitoring plan made by City staff shall be reported in writing to the Planning Division and City Council. Modifications to the mitigation may be made by City staff subject to one of the following findings, documented by evidence included in the record:

a. The mitigation measure included in the Final IS/MND and MMRP is no longer required because the significant environmental impact identified in the IS/MND has been found not to exist or to occur at a level which makes the impact less than significant as a result of changes in the project, changes in conditions of the environment or other factors.

- or -

b. The modified or substitute mitigation measure to be included in the MMRP provides a level of environmental protection equal to or greater than that afforded by the mitigation included in the IS/MND and the MMRP; and the modified or substitute mitigation measures do not have significant adverse effects on the environment in addition to, or greater than, those which were considered by the responsible hearing bodies in their decisions on the IS/MND and the Project; and the modified or substitute mitigation measures are feasible, and the City through measures included in the MMRP or other City procedures can ensure their implementation.

Findings and related documentation supporting the findings involving modifications to mitigation measures shall be maintained in the project file with the MMRP and shall be made available to the public upon request.

Mitigation Monitoring and Reporting Program

Table 4-1 presented on the following pages provides the MMRP for the project. The MMRP identifies the following:

1. an explanation of each impact by issue area, summarized as an impact statement;
2. the full text of the mitigation measure(s) applicable to each impact statement;
3. the method and/or process by which the mitigation measure will be implemented;
4. the timing of implementation of each mitigation measure; and
5. the party responsible for ensuring implementation of each mitigation measure.

After review and approval of the final MMRP by the Lead Agency, minor changes and modifications to the MMRP are permitted, but can only be made by the Applicant or its successor subject to the approval by the City of Compton through a public hearing. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. The flexibility is necessary in light of the proto-typical nature of the MMRP, and the need to protect the environment with a workable program. No changes will be permitted unless the MMRP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

Table 4-1
501 and 601 Compton Boulevard Development Project: Mitigation Monitoring and Reporting Program

Impact	Mitigation Measure	Monitoring Responsibility	Timing
GEOLOGY AND SOILS			
Impact-GEO-f: Development of the proposed project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature with mitigation.	**MM-GEO-1:** If any paleontological materials are encountered during project development, work in the area shall be halted. A qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities of the project site. The frequency of inspections shall be based on consultation with the paleontologist and shall depend on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered. If paleontological materials are encountered, the paleontologist shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if appropriate, salvage. The paleontologist shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact. The Applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report, and a copy of the paleontological survey, study or report shall be submitted to the Los Angeles County Natural History Museum. Ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the satisfaction of the paleontologist.	**Enforcement Agency:** City of Compton Planning Department **Monitoring Agency:** Compton Department of Building and Safety; Construction Contractor	**Monitoring Phase:** Pre-construction and construction **Monitoring Frequency:** Ongoing, during site inspection **Action Indicating Compliance:** End of excavation.
HAZARDS AND HAZARDOUS MATERIALS			
Impact-HAZ-a: Development of the proposed project would not create a significant hazard to the public or the environment	**MM-HAZ-1: Prepare a Construction Hazardous Materials Management Plan (HMMP).** Prior to construction, an HMMP shall be prepared by the Project Applicant that outlines provisions for safe storage, contaminated soils, and contaminated	**Enforcement Agency:** City of Compton Planning Department	**Monitoring Phase:** Pre-construction and construction

Impact	Mitigation Measure	Monitoring Responsibility	Timing
through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment with mitigation.	groundwater used or exposed during construction, including the proper locations for disposal. The HMMP shall be prepared to meet OSHA requirements, Title 29 of the CFR 1910.120 and CCR Title 8, Section 5192, and all applicable federal, state, and local regulations and agency ordinances related to the proposed management, transport, and disposal of contaminated media during implementation of work and field activities.	**Monitoring Agency:** Compton Department of Building and Safety; Construction Contractor	**Monitoring Frequency:** Ongoing, during site inspection **Action Indicating Compliance:** Plan approval
	MM-HAZ-2: Conduct Further Investigations as Outlined in the Phase II ESA. Following demolition, additional investigations shall be conducted by the project Applicant as outlined in the Phase II ESA for the subject property under the direct supervisions of a Professional Geologist, licensed in the State of California. Conduct a ground penetrating radar survey and soil sampling in the area of the former gasoline service station in the southwest corner of the property. Conduct testing for Per- and polyfluoroalkyl substances (PFAS) chemical of the surface soils. Conduct groundwater testing and prepare a groundwater mitigation plan if necessary, in the area of the former drycleaner and former gasoline service station in the southwest portion of the property. The plan shall include, at a minimum, groundwater testing at the project site, a hazard mitigation plan, and maintenance plan.	**Enforcement Agency:** City of Compton Planning Department **Monitoring Agency:** Compton Department of Building and Safety; Construction Contractor	**Monitoring Phase:** Pre-construction **Monitoring Frequency:** Ongoing, during field inspection **Action Indicating Compliance:** Plan approval; building construction continues.
	MM-HAZ-3: Prepare a Soil Management Plan. A Soil Management Plan shall be prepared by the project Applicant and implemented by a qualified geologist, prior to approval of the	**Enforcement Agency:** City of Compton Planning Department	**Monitoring Phase:** Pre-construction and construction

Impact	Mitigation Measure	Monitoring Responsibility	Timing
	project's grading permit. The Soil Management Plan shall summarize soil profiling procedures (prior to construction/soil excavation), provide guidance for managing soil excavated from the subject property during activities associated with property redevelopment, and request site closure contingent upon completion of soil excavation and off-site disposal. The Soil Management Plan shall outline a health and safety plan and all work involving potentially impacted soils will be conducted in accordance with site-specific health and safety plans.	**Monitoring Agency:** Compton Department of Building and Safety; Construction Contractor	**Monitoring Frequency:** Ongoing, during site inspection **Action Indicating Compliance:** Plan approval; inspection approval
	MM-HAZ-4: Halt Construction Work if Potentially Hazardous Materials/Abandoned Oil Wells/Underground Storage Tanks are Encountered. Contractors shall follow all applicable local, state, and federal regulations regarding discovery, notification, response, disposal, and remediation for hazardous materials and/or abandoned oil wells/underground storage tanks encountered during the construction process. If unidentified USTs are found on the project site, the project Applicant shall work with the Department of Environmental Resources (DER), Hazardous Materials Division in order to prepare a mitigation plan for UST removal or capping to prevent leaking.	**Enforcement Agency:** City of Compton Planning Department **Monitoring Agency:** Compton Department of Building and Safety; Construction Contractor	**Monitoring Phase:** Pre-construction and construction **Monitoring Frequency:** Ongoing during site inspections **Action Indicating Compliance:** Plan approval; UST removal or capping to prevent leaking complete.
Impact-HAZ-b: Development of the proposed project would not create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment with mitigation.	**HAZ-1** through **Haz-4**, above.	**Enforcement Agency:** City of Compton Planning Department **Monitoring Agency:** Compton Department of Building and Safety; Construction Contractor	**Monitoring Phase:** Pre-construction and construction **Monitoring Frequency:** Ongoing during site inspections **Action Indicating Compliance:** Plan approval; inspection approval

Impact	Mitigation Measure	Monitoring Responsibility	Timing
Impact-HAZ-f: Development of the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan with mitigation.	**MM-HAZ-5: A Traffic Control Plan and Parking and Driveway Plan** would be submitted to the City of Compton for review and approval prior to any temporary road closures due to construction. Lane closures would be intermittent and temporary in nature and one lane of travel in each direction would be maintained throughout the construction period. Any permanent lane closures would meet all applicable code-required site access and circulation requirements, as well as code-required emergency access through consultation with the Compton Fire Department, BOE, and DOT with the City of Compton Planning Department.	**Enforcement Agency:** City of Compton Planning Department **Monitoring Agency:** Compton Department of Building and Safety; Construction Contractor	**Monitoring Phase:** Pre-construction and construction **Monitoring Frequency:** Ongoing during site inspections **Action Indicating Compliance:** Plan approval; inspection approval
NOISE AND VIBRATION			
Impact NOI-1: The proposed project would not expose people to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies with mitigation.	**MM-NOISE-1: Temporary noise barriers** shall be installed along the northern perimeter of the project site. The barrier shall consist of K-rail with one-inch plywood fencing on top, at least 3 meter (9.8 feet in height) and not have any gaps or holes between the panels or at the bottom. The supporting structure shall be engineered and erected in order to comply with Compton Code noise requirements.	**Enforcement Agency:** City of Compton Planning Department **Monitoring Agency:** Compton Department of Building and Safety; Construction Contractor	**Monitoring Phase:** Construction **Monitoring Frequency:** Ongoing during site inspections **Action Indicating Compliance:** Plan approval; inspection approval
TRANSPORTATION AND TRAFFIC			
Impact-TRA-d: Development of the proposed project would not result in adequate emergency access with mitigation.	**MM-HAZ-5: A Traffic Control Plan and Parking and Driveway Plan,** above.	**Enforcement Agency:** City of Compton Planning Department **Monitoring Agency:** Compton Department of Building and Safety; Construction Contractor	**Monitoring Phase:** Pre-construction and construction **Monitoring Frequency:** Ongoing during site inspections **Action Indicating Compliance:** Plan approval; inspection approval

Impact	Mitigation Measure	Monitoring Responsibility	Timing
WILDFIRE			
Impact-WDF-a: Development of the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan.	**MM-HAZ-5: A Traffic Control Plan and Parking and Driveway Plan,** above.	**Enforcement Agency:** City of Compton Planning Department **Monitoring Agency:** Compton Department of Building and Safety; Construction Contractor	**Monitoring Phase:** Pre-construction and construction **Monitoring Frequency:** Ongoing during site inspections **Action Indicating Compliance:** Plan approval; inspection approval

September 13, 2022

TO: **MAYOR AND COUNCIL MEMBERS**

FROM: **CITY MANAGER**

SUBJECT: **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING MITIGATED NEGATIVE DECLARATION NO. 949 AND MITIGATION MONITORING REPORTING PROGRAM ORDERING THE VACATION OF A SECTION OF NORTH WILLOW AVENUE APPROXIMATELY 40 FEET BY 135 FEET, LOCATED ON THE NORTH SIDE OF COMPTON BOULEVARD, (STREET VACATION NO. 2020-003)**

SUMMARY

The City Council will consider a resolution ordering the vacation of a 40 x 135 foot section of North Willow Avenue located on the north side of Compton Boulevard.

BACKGROUND INFORMATION

On June 22, 2021, the City Council adopted Resolution No. 25,510, which declared its intention to vacate a portion of excess public right-of-way.

The Planning Division has received a request from developer KBK Enterprises, LLC to vacate a section of North Willow Avenue, approximately 40 feet wide by 135 feet long, adjacent to Compton Boulevard. The proposed street vacation is connected to a General Plan Amendment and Zone Change for a mixed-use development, to redevelop a vacant site and construct a project that has 288 residential units; 7,700 square feet of ground floor commercial space; a 37,000 square foot innovation center; a four level parking structure, and a public plaza. The street vacation is necessary to create the project's public plaza. The mixed-use project will be developed over a site that is 2.13 acres.

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 June 16, 2021, the City of Compton Planning Commission reviewed the street vacation and denied the application without explanation. At the June 22, 2021 City Council hearing, the Council approved the Intent to Vacate the Street for the project at 501-601 E. Compton Blvd. after reviewing the application and making the determination that the proposed street vacation is in conformance with the goals and policies of the City of Compton's 2010 General Plan.

STATEMENT OF THE ISSUE

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”. There are two phases involved in the “street” vacation proceedings. The first phase is adoption by Council of a resolution of intention to vacate, which describes the right-of-way to be vacated and sets a hearing before the Council on the matter. The second phase is the public hearing, whereby 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.

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 the public interest and is a public benefit as it eliminates any maintenance costs and liabilities imposed on the City associated with the excess right-of-way area and eliminates need for code enforcement of the right-of-way.

Public utilities and service providers were notified of the proposed street vacation. It was determined that there are existing utilities located within the proposed public right-of-way vacation. The public utility and service providers have no objections to the vacation so long easements for the public utilities are reserved from the vacation pursuant to the Streets and Highway Code, Part 3. Public Streets, Highways and Service Easement Vacation Law, Chapter 5 Reservation and Preservation of Easements, Article 1 Reservation of Easements, Section 8340; and

Additionally, in accordance with the provisions of the Streets and Highways Code, notice of the time and place of the public hearing was published in the Compton Bulletin and posted along Compton Boulevard and Willow Avenue. The property owners adjacent to the proposed public right-of-way vacation were also notified by mail.

ALTERNATIVES

City Council may approve or reject the resolution ordering the proposed right-of-way vacation.

FINANCIAL IMPACT

Approval of the request will have no significant impact on municipal expenditures. The City will relinquish its future maintenance responsibility of an unused public right-of-way.

RECOMMENDATIONS

Staff recommends that the City Council adopt the attached resolution ordering the street vacation as described and shown on Exhibits ‘A’ and ‘B’.

ROBERT DELGADILLO, SENIOR PLANNER
COMMUNITY DEVELOPMENT DEPARTMENT

APPROVED FOR FORWARDING:

THOMAS THOMAS
CITY MANAGER

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING MITIGATED NEGATIVE DECLARATION NO. 949 AND MITIGATION MONITORING REPORTING PROGRAM AND ORDERING THE VACATION OF A SECTION OF NORTH WILLOW AVENUE, 40 FEET BY 135 FEET, LOCATED ON THE NORTH SIDE OF EAST COMPTON BOULEVARD, (STREET VACATION NO. 2020-03)

WHEREAS, the City of Compton proposes to vacate a portion of N. Willow Ave. public right-of-way located adjacent to 501-601 E. Compton Blvd., Compton, legally described on Exhibit "A" and as follows:

> From the point of beginning; Thence, North 89° 29' 04" East for a distance of 40.04 feet to a point on a line. Thence, South 03° 02' 46" East for a distance of 102.74 feet to the beginning of a curve, said curve turning to the left through an angle of 87° 01' 14.3", having a radius of 15.00 feet, and whose long chord bears South 46°33' 23" East for a distance of 20.65 feet. Thence, South 89° 56' 00" West for a distance of 70.09 feet to the beginning of a curve, said curve turning to the left through an angle of 92° 58' 45.7", having a radius of 15.00 feet, and whose long chord bears North 43° 26' 37" East for a distance of 21.76 feet. Thence, North 03° 02' 46" West a distance of 100.86 feet to the point of beginning.
>
> SAID LAND CONTAINS 5,000 SQUARE FEET, MORE OR LESS.

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

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, in its Resolution No. 25,510, adopted June 22, 2021, The City Council declared its intention to vacate a portion of a public right-of-way through proceedings conducted under the provisions of the Public Streets, Highways, and Service Easements Vacation Law appearing in Chapter 3, Part 3, of the California Streets and Highways Code; and

WHEREAS, the proposed public right-of-way vacation is connected to General Plan Amendment 2020-004, Change of Zone 2020-004, and Street Vacation 2020-003, a request to redevelop 501-601 E. Compton Blvd., a 2.13 acre site, with a seven story, mixed-use development; and

WHEREAS, an Initial Study and Mitigated Negative Declaration was prepared, processed and noticed in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code, Division 13 §21000 et seq.); 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, on June 16, 2021, the City of Compton Planning Commission did not recommend approval of the street vacation without explanation. However, on June 22, 2021 the City of Compton City Council, 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; 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 the public interest and is a public benefit as it eliminates any maintenance costs and liabilities imposed on the City associated with the excess right-of-way area; and

WHEREAS, there are existing utilities within this area and an easement for public utilities will be reserved from this vacation pursuant to the Streets and Highway Code, Part 3. Public Streets, Highways and Service Easement Vacation Law, Chapter 5 Reservation and Preservation of Easements, Article 1 Reservation of Easements, Section 8340; and

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 March 16, March 23, and May 25, 2022 and posted on the subject site on March 16, 2022; and

WHEREAS, a hearing was held by the City Council on September 6, 2022, 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" is unnecessary for present or prospective public use; and

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

Section 1. That the City Council orders the vacation of a section of public right-of-way, approximately 40 feet by 135 feet, located on N. Willow Ave., located adjacent to 501-601 E. Compton Blvd., in Compton (Street Vacation No. 2020-03), 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 Exhibit "A" 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, in accordance with Section 8340 of said Public Streets, Highways, and Service Easements Vacation Law, the public convenience and necessity shall require the reservation and exception from such vacation of easements and rights-of-way for works as follows:

A. The City of Compton reserves and excepts from the vacation the easement and the right, at any time or from time to time, to construct, maintain, operate, replace, remove or renew sanitary sewers and storm drains and appurtenant structures in, upon, or over, and across said public right-of-way or any part thereof and, pursuant to any existing franchise or renewals thereof, or otherwise to construct maintain operate, replace, remove, renew, enlarge lines of pipe, conduits, cables, wires, poles, and other convenient structures, equipment, and fixtures for the operation of gas pipelines, telegraphic and telephone, lines, cable television lines and service equipment, railroad lines, and for the transportation or distribution of electric energy, petroleum and its products, ammonia, water, and for incidental purposes, including access to protect such works from all hazards in, upon and over said public right-of-way and free access for the Sheriff and Fire Departments at all times.

B. Reserve an easement for the City of Compton Water Department and rights that are necessary to use, maintain, operate, repair, replace, remove, or renew said facilities.

C. Reserve an easement for Southern California Edison and rights that are necessary to use, maintain, operate, repair, replace, remove, or renew said facilities.

D. Reserve a 23-foot wide easement for covered storm drain and appurtenant structures, with ingress and egress purposes (11.50 feet on each side of the centerline of the drain) to the Los Angeles County Flood Control District (LACFCD) described herein attached Exhibit "C" and delineated on Exhibit "D". The LACFCD maintains an existing Reinforced Concrete Box storm drain (Glen Avenue Drainage System) within the proposed Street vacation.

Section 4. 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 5. That the effective date of the vacation of said right-of-way shall be the date of recording of this Resolution.

Section 6. 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 7. 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 Ordinance was adopted by the City Council of the City of Compton, signed by the Mayor and attested by the City Clerk at a regular meeting thereof held on 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



CITY OF COMPTON

AERIAL MAP

General Plan Amendment Case No. 2020-0004
Change of Zone Case No. 2020-0004
Street Vacation Case No. 2020-003
Mitigated Negative Declaration No. 949
501-601 E. Compton Blvd.

Legend

City Limits

parcels

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EXHIBIT "A"

LEGAL DESCRIPTION
N. WILLOW AVENUE VACATED PROPERTY

From the **POINT OF BEGINNING**; Thence, North 89° 29' 04" East for a distance of 40.04 feet to a point on a line.

Thence, South 03° 02' 46" East for a distance of 102.74 feet to the beginning of a curve,

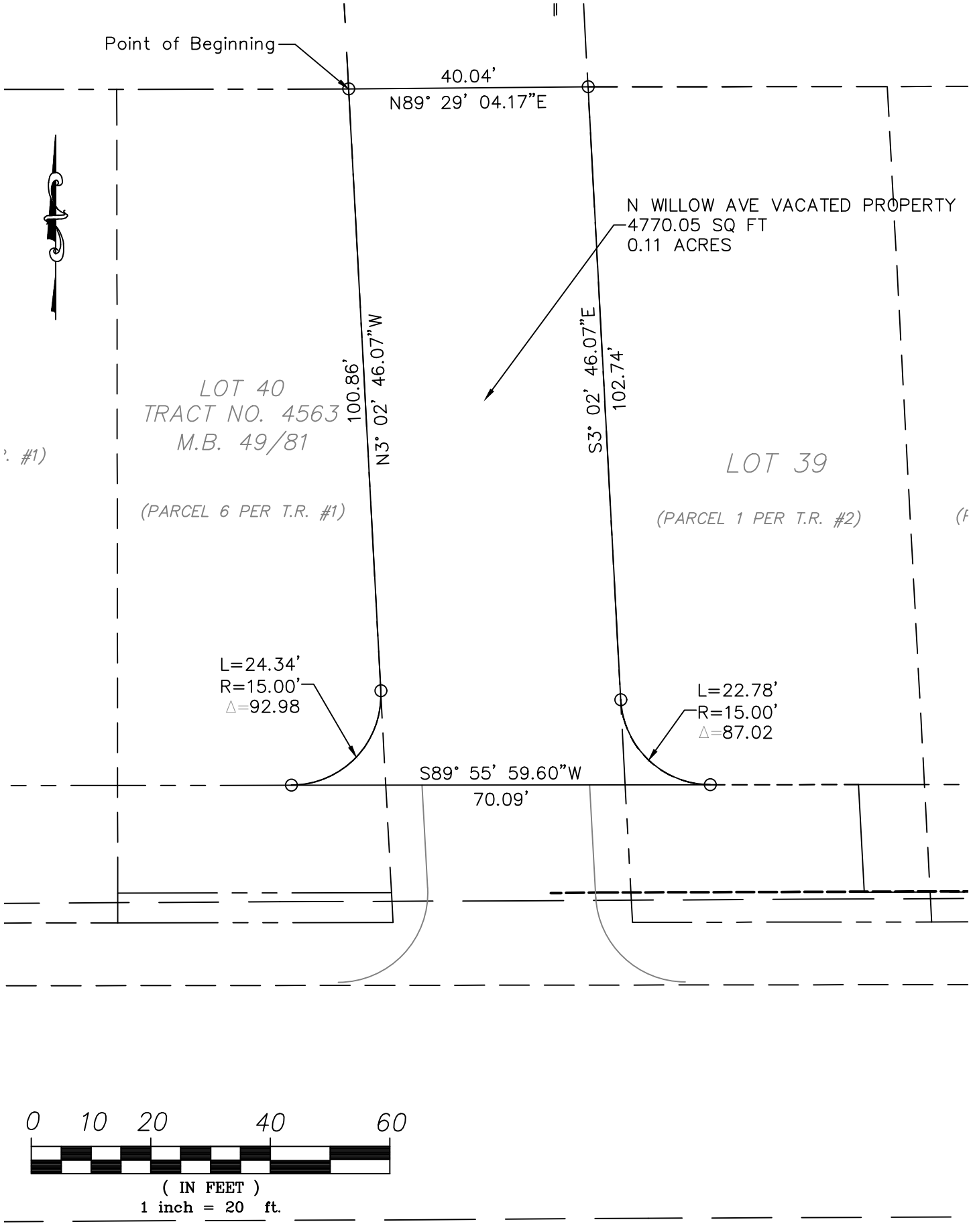
Said curve turning to the left through an angle of 87° 01' 14.3", having a radius of 15.00 feet, and whose long chord bears South 46°33' 23" East for a distance of 20.65 feet.

Thence, South 89° 56' 00" West for a distance of 70.09 feet to the beginning of a curve,

Said curve turning to the left through an angle of 92° 58' 45.7", having a radius of 15.00 feet, and whose long chord bears North 43° 26' 37" East for a distance of 21.76 feet.

Thence North 03° 02' 46" West a distance of 100.86 feet to the **POINT OF BEGINNING**.

Containing 4,770.05 Sq. ft or 0.11 Acres.


Point of Beginning
40.04'
N89° 29' 04.17"E
N WILLOW AVE VACATED PROPERTY
4770.05 SQ FT
0.11 ACRES
100.86'
N3° 02' 46.07"W
S3° 02' 46.07"E
102.74'
LOT 40
TRACT NO. 4563
M.B. 49/81
(PARCEL 6 PER T.R. #1)
LOT 39
(PARCEL 1 PER T.R. #2)
L=24.34'
R=15.00'
△=92.98
L=22.78'
R=15.00'
△=87.02
S89° 55' 59.60"W
70.09'
0 10 20 40 60
(IN FEET)
1 inch = 20 ft.

RESOLUTION NO. 25,510

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON DECLARING ITS INTENTION TO INITIATE PROCEEDINGS TO VACATE A PORTION OF NORTH WILLOW AVENUE, A PUBLIC RIGHT-OF-WAY APPROXIMATELY 40-FEET BY 135-FEET, LOCATED AT THE "T" INTERSECTION OF COMPTON BLVD. AND WILLOW AVENUE, IN BETWEEN THE 500 AND 600 BLOCKS OF COMPTON BOULEVARD, (STREET VACATION NO. 20-003), AND SETTING A CITY COUNCIL PUBLIC HEARING DATE, TIME AND LOCATION ON THE PROPOSED STREET VACATION (July 6, 2021 at 6:00p.m.)

WHEREAS, KBK Enterprises, LLC has filed a request to vacate a portion of North Willow Avenue located between the 500 and 600 blocks of East Compton Boulevard. The area to be vacated is legally described on Exhibit "A" and as follows:

THAT PORTION OF NORTH WILLOW AVENUE (FORMERLY WILLOW AVENUE) IN THE CITY OF COMPTON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 49, PAGE 81 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY MORE PARTICULARLY DESCRIBED AS FOLLOWS:

ALL THAT PORTION OF NORTH WILLOW AVENUE (FORMERLY WILLOW AVENUE) LYING BETWEEN LOT 40 OF TRACT NO. 4563, IN THE CITY OF COMPTON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 49, PAGE 81, OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY AND, LOT 36 OF TRACT NO. 4563, IN THE CITY OF COMPTON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 49 PAGE 81 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

SAID LAND CONTAINS 5,400 SQUARE FEET, MORE OR LESS.

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

WHEREAS, provisions of Chapter 3, Part 3 of Division 9 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 been determined that the area to be vacated is not necessary for current or future public use and that the vacation serves the public interest and is a public benefit as it eliminates any maintenance costs and liabilities imposed on the City associated with the right-of-way area; and

WHEREAS, the street vacation is a part of a larger mixed-use development of up to 300 residential units, 7,700 square feet of commercial space, a 40,000 square foot innovation center, and a public plaza, which includes a General Plan Amendment, Change of Zone, Specific Plan, and street vacation (collectively the "Project"). The street vacation is necessary to create the public plaza that is a part of the Project; and

WHEREAS, pursuant to Section 65402 of the Government Code of the State of California on June 16, 2021, the Planning Commission reviewed the proposed vacations for conformity with the general plan and, adopted Resolution No. 4017 finding

that the proposed vacation is not in conformance with the City of Compton's 1990 General Plan for the reasons set forth in that Resolution; and

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

Section 1. The City Council, by separate Resolution No. _____, adopted Mitigated Negative certified the Final Supplemental Environmental Impact Report, made appropriate environmental findings, and adopted a Mitigation Monitoring and Reporting Program for the Project. Resolution No. is incorporated by reference, and made a part hereof as if fully set forth herein. The documents and other material that constitute the record on which this decision is based are located in the [Department of Community Development] and are in the custody of the [Director of Community Development].

Section 2. That the City Council declares its intention to initiate proceedings to vacate a portion of North Willow Avenue, a public right-of-way measuring approximately 40-feet by 135-feet, located at the "T" intersection of Willow Avenue and East Compton Boulevard and (Street Vacation No. 19-001) as legally described above and Exhibit "A" and as shown on Exhibit "B", pursuant to provisions of the Chapter 3, Part 3 of Division 9 of the California Streets and Highways Code.

Section 3. That Exhibits "A" (legal description) and "B" (map of the proposed vacation), are on file with both the City Clerk and the Planning Department of the City of Compton.

Section 4. That, in accordance with Section 8340 of said Public Streets, Highways, and Service Easements Vacation Law, the public convenience and necessity shall require the reservation and exception from such vacation of easements and rights-of-way for works as follows:

A. Southern California Edison has requested a 40' x 135' permanent easement be reserved and excepted from this street vacation to permit the construction, maintenance, operation, replacement, renewal, or enlargement of present and future facilities electrical facilities for the transmission/distribution of electric energy and for transmitting intelligence by electric means.

B. The Southern California Gas Company has also requested a 40' x 135' permanent easement be reserved and excepted from this street vacation to permit the construction, maintenance, operation, replacement, renewal, or enlargement of present and future facilities for their gas piping within the proposed vacated area.

Section 5. That notice is hereby given that the City Council of the City of Compton will hold a public hearing on **Tuesday, July 6, 2021, at 6:00 PM** in the Council Chambers located at Compton City Hall, 205 South Willowbrook Avenue, Compton, where all persons interested in the proposed vacation may be heard.

Section 6. The City of Compton hereby directs the City Clerk to cause notices of public hearing to be published pursuant to Section 8322 of the California Streets and Highway Code and to be posted conspicuously along the portion of the street proposed to be vacated pursuant to Section 8323 of the California Streets and Highway Code.

Section 7. That a copy of this Resolution shall be filed in the Offices of the City Clerk, City Manager, City Attorney, the Public Works and Community Development Departments.

Section 8. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

ADOPTED this 22nd day of June, 2021.

MAYOR OF THE CITY OF COMPTON

ATTEST:

CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF COMPTON

I, Alita Godwin, City Clerk of the City of Compton, hereby certify that the foregoing Resolution was adopted by the City Council of the City of Compton, signed by the Mayor and attested by the City Clerk at a regular meeting thereof held on this 22nd day of June, 2021.

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

AYES:	**COUNCIL MEMBERS-**	Chambers,McCoy,Sharif,Brown
NOES:	**COUNCIL MEMBERS-**	Galvan
ABSENT:	**COUNCIL MEMBERS-**	None
ABSTAIN:	**COUNCIL MEMBERS-**	None

CITY CLERK OF THE CITY OF COMPTON